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六拜禮 號一月十英港香 SATURDAY, OCTOBER 10, 1936

REVOLVER THREAT IN CITY

INDU TEMPLE IDOLS STOLEN SERIOUS POONA THEFT

INTOUCHABILITY TENSION FEAR

(Special to "Telegraph.")

Poona, Sept. 30.
A sensation has been created by the theft of two golden idols, valued at \$15, from the Temple of Parvati, here.

It is feared that the loss will cause a serious discord among the Untouchables as the temple is of two which were open to the Untouchables after andhi began his fast.

Untouchables are almost certain to be the thieves at the door of the Parvati temple.

CHINA SWEEP DISPUTE

BIG PRIZES BEING WITHHELD

With the exception of the holders of tickets who drew Champagne Bay, Wonderful Stag, Ajax and Indiana, first four in the Junk Bay Handicap at the last race meeting, participants in the South China Athletic Association sweep who draw non-starters and placed starters will be given their prize money on Monday, according to an official of the C.A.A.

The member who drew Wonderful Stag, Mr. Lum King-yuk, has written to the Association protesting against the distribution of the prize to the owner of the Champagne Bay ticket, following the disqualification of this pony by the Jockey Club.

GREEK QUAKE DISASTER

BRITISH FLEET OFFER

London, Sept. 30.
The British Charge D'Affaires at Athens, Mr. Cavendish Bentinck, today conveyed a message from the Greek Government to the British Government, stating that if the assistance of the British Mediterranean Fleet was required to help in the rescue work in any other area devastated by the earthquake, the request could be addressed direct to Admiral Chatfield.

The Greek Premier expressed his deep appreciation and gratitude for the help already given by the British Navy. Further slight shocks were to-day felt in the Chalcidice region.

NEW YORK FERRY EXPLOSION

OWNER CHARGED WITH MANSLAUGHTER

New York, Sept. 30.
Alexander Forsythe, the captain and owner of the ferry-bomb "Forsythe" which blew up in the East River on September 9, has been indicted by a Grand Jury for manslaughter in the second degree.

Application for the recalling of a writ of habeas corpus for the release of Forsythe was refused by the court.

By the court, Putney, England, was granted to Hon. Mr. W. B. Williams, a writ of habeas corpus for the release of William Francis Williams, a prisoner in the United States.



Miss Diana Fishwick, who yesterday won the English Women's Golf Championship.

EMPIRE SALESMAN

THE ROYAL FLYING TOUR

A RENDEZVOUS AT MALMO

(Special to "Telegraph.")

London, Sept. 30.
The British Royal flying tour of Northern Europe was continued to-day when the Prince of Wales concluding his visit to Denmark, used a naval seaplane to proceed to Sweden.

The Prince, on leaving Wedellsborg Castle, motored with Prince Axel to Tassinge Island where lunch was taken with Count Brockdorff. Soon after lunch, H.R.H. embarked on a naval seaplane and flew to Copenhagen.

After a brief visit to the British Legation, he proceeded to Malmö where he is to meet his brother, Prince George, by special train.

DUTCH VISIT LATER.

Prince George left London to-day in a Dutch air-liner and flew first to Rotterdam, covering the distance of 230 miles in 111 minutes. He reached Kastrup aerodrome, Copenhagen, later in the day and then proceeded to Malmö to join his brother.

They will proceed to Stockholm, Sweden, by train.

On their return on October 13, they will fly to The Hague where they will stop for some days as the guests of the Queen of Holland.

REUTER.

LORD INCHCAPE'S
ESTATE

VALUED FOR PROBATE
AT \$552,000

London, Sept. 30.
The late Lord Inchcape, famous shipping magnate, left, excluding real estate, considerable unsettled personal estate in Britain, which has been provisionally valued for probate at \$552,000.

REUTER.

DIANA FISHWICK
AGAIN

WINS THE ENGLISH
WOMEN'S TITLE

London, Sept. 30.
Miss Diana Fishwick (North Foreland) to-day won the English Women's Golf Championship defeating Miss Beryl Brown (Fornaby) by five and four over thirty-six holes in the final.

REUTER.

BRITISH WAR LOAN CONVERSION

ONLY 8 PER CENT. TO BE REDEEMED.

London, Sept. 30.
The remarkable success of the five per cent. war loan conversion was announced by the Chancellor of the Exchequer to-day, when that part of the loan regarding which no intimation has been received will be automatically included in the amount to be converted.

The official statement says that out of the total sum of \$2,885,000,000 which was outstanding on June 30, \$1,920,000,000 has been converted, leaving \$965,000,000 or eight per cent. to be redeemed in cash on December 1.

REUTER.

BARRACK ROOM BAD-LADS

S.W.B. AND PEAK BURGLARIES

FOUR NEW ARRESTS YESTERDAY

Further arrests have been made following investigations into the recent burglary at the home of Miss D. Bewley, at No. 362, The Peak, in connexion with which Privates Hayden James, Ivan Gordon Burns and Idris Harris, of "B" Co., South Wales Borderers, are being charged.

Yesterday, the police took into custody Walter Weeks, William Hickey, and Patrick Covey, also of "B" Company S.W. Borderers, on a charge of receiving, a brooch stolen from Miss D. Bewley. They pleaded not guilty, and were remanded by Mr. Schofield at the Central Police Court to-day until Monday.

HOSPITAL THEFTS.

A further burglary was revealed with the appearance of Hayden James on a fresh charge. In addition to the burglaries at the residences of Miss Bewley and Mr. F. M. Ellis, he is now associated with the police with stealing an electric torch, two pairs of socks, two collars, and a shirt belonging to a servant from the servants' quarters in the War Memorial Hospital.

James pleaded not guilty to the charge, as well as to an alternative count of receiving.

The prosecuting police officer informed the Magistrate that he could at least prove the charge of receiving.

ANOTHER ARREST.

Yet another member of the Company, Private William Bevan, is alleged to be implicated in the War Memorial thefts. He stands charged, in conjunction with James, with stealing the articles mentioned from a Chinese servant.

The case was formally remanded until Monday morning.

His Worship set aside Tuesday afternoon for the hearing of all the cases.

PRETTY WEDDING

MR. C. C. ROBERTS &
MISS C. M. MITCHELL

A pretty wedding took place at St. John's Cathedral this morning, when Miss Constance May Mitchell became the bride of Mr. Charles Collingwood Roberts.

The bride, who was given away by Mr. T. H. R. Shaw, was attired in a gown of ivory satin and carried a bouquet of ginger lilies. She was attended by Miss Pamela Shaw and Miss Maureen Greig, who wore dresses of white organza and white satin with ruching. They wore floral wreaths and carried posies of gladioli.

Mr. J. R. Masson was best man, while Mr. G. K. Oliver was at the organ. The Very Rev. Dean Swann officiated.

After the ceremony, the bride and groom were entertained at a reception at the home of Mr. C. C. Roberts.

DE LA SALA CASE

MAJOR CASSEL'S COMPLAINT

BAIL AGAIN REFUSED

An alleged threat to do violence to Major Cassel, of The Grange, was the substance of a further complaint brought against Mr. Peter de la Sala, Hongkong manager of the Shamen Printing Press, in his appearance on remand before Mr. Wynne Jones at the Central Police Court this morning.

Mr. A. E. Hall, representing Mr. Peter de la Sala, stated that his firm had no further instructions to act on behalf of the defendant.

Mr. Leo d'Almada, who had now been instructed to appear for the defendant, stated that he had now been instructed to appear for the defendant.

Chief Detective Inspector A. N. Reynolds handed in a second charge against the defendant, accusing him of having threatened Major Cassel with intent to do injury to him. The first count charged the defendant with threatening Mr. Raymond O'Shea in Ice House Street.

NOT GUILTY PLEAS.

Mr. de la Sala entered a plea of not guilty to the new charge and also withdrew the plea of guilty to the original count.

The facts of the new charge, as outlined by the Chief Detective Inspector, were that on September 21 in the afternoon Major Cassel was in the office of the Shamen Printing Press with a friend, with whom he talked over business. It finished up with the defendant stating that he would "do Major Cassel in."

REVOLVER THREAT.

On the afternoon of September 26, the same business arose and Major Cassel would say that accused took a revolver from his drawer and threatened him although he did not point the weapon at Major Cassel.

Making an application for bail, Mr. d'Almada remarked that from the meagre opening at the last hearing it was suggested that the accused, used, or attempted to use, or produced a knife in conjunction with the alleged threat but he (Mr. d'Almada) did not know what evidence would be adduced in that respect. That allegation was denied by the defence. The accused denied that he actually produced a knife to Mr. O'Shea. That being the case, the subject of the charge was that of an ordinary threat to assault.

KNIFE ALLEGATION.

His Worship pointed out that it had been given in opening that the knife had been produced.

Mr. d'Almada replied that there was no evidence of that.

His Worship: "I have taken no evidence as yet either way."

Mr. d'Almada said the knife was not mentioned in the charge. Ball was the inherent right of a citizen. He understood the Police regarded defendant as a man with a violent temper and that they were afraid that if he were let loose other incidents might occur. Defendant's brother was, however, now in the Colony to look after him and Mr. d'Almada himself would also see that nothing happened. His Worship might make the ball heavy and if he fixed it at \$1,000 defendant would be able to find it.

BAIL REFUSED.

Chief Detective Inspector Reynolds said he could not take the responsibility of recommending bail.

His Worship: You still stick to the original story that a knife was produced and that in the second case a revolver was produced to Major Cassel?

Inspector Reynolds: That evidence will be given on oath.

His Worship informed Mr. d'Almada that he could not take the responsibility. He thought Mr. d'Almada himself was taking a great responsibility upon himself when he said he would see that nothing else happened.

Mr. d'Almada remarked that defendant's brother was now in the Colony to look after him and Mr. d'Almada himself would also see that nothing happened.

His Worship might make the ball heavy and if he fixed it at \$1,000 defendant would be able to find it.



Mr. Ernest Brown.

LIBERAL SECESSION AT 2 New Minister of Mines

Mr. Ernest Brown Appointed

LATEST LIST OF NEW MINISTERS

London, Sept. 30.
With the exception that none has been appointed to succeed Mr. Graham White as Assistant Postmaster-General, the new Ministerial appointments were completed to-day.

Mr. Ernest Brown (National Liberal) becomes Minister of Mines, vice Mr. J. H. P. P.

Mr. Geoffrey Shakespeare (National Liberal) becomes Parliamentary Secretary to the Ministry of Health, vice Mr. Ernest Brown.

Sir George Penny (Conservative) who has been appointed one of four new Whips, becomes Comptroller of the Royal Household.

Sir Victor Warrander (Conservative) previously one of the Junior Lords of the Treasury, becomes Vice-Chamberlain of His Majesty's Household.

Mr. James Blindell (National Liberal) becomes Junior Lord of the Treasury.

Dr. Morris Jones (National Liberal) has been appointed an Assistant Whip (unpaid).

SIMONITE LIBERALS.

Mr. Ernest Brown, the new Minister of Mines, has sat for Leith since 1927. He is a member of the Simon group, and took an independent line before definitely dissociating himself from the Liberal Parliamentary Party in 1930. He was for some months a member of the Liberal "Shadow Cabinet," and was one of the Liberal representatives on the three-party conference on unemployment insurance. From 1923 to 1924 he was Liberal member for Rugby. He is a Baptist lay preacher and a Brotherhood worker.

Mr. Geoffrey Shakespeare, the Parliamentary Secretary to the Ministry of Health, is secretary of the National Liberal group under the chairmanship of Sir John Simon. He was formerly private secretary to Mr. Lloyd George. When the National Government was formed, he became Parliamentary private secretary to the Minister of Transport and later a Lord Commissioner to the Treasury. He is a son of the late Rev. J. H. Shakespeare, and is a journalist and barrister.

SIR GEORGE PENNY.

Sir George Penny, Comptroller of His Majesty's Household, was for many years in business in Singapore. In the last Conservative Government, he was a Lord Commissioner of the Treasury, an office which he retained when the National Government was formed. He was in 1923 Parliamentary private secretary to the Financial Secretary of the War Office. He has represented Kingston-on-Thames since 1923.

REUTER.

by not granting defendant bail. On the application of Mr. d'Almada, his Worship agreed to take evidence for the prosecution on Monday morning at 11.30 a.m. The question of bail will be considered after the evidence is given.

IRISH HAND FORCED BOUNTY ON CATTLE EXPORTS TO MEET BRITISH TARIFF

Dublin, Sept. 30.
The damaging effects of the Anglo-Irish tariff war upon Ireland's exports of farm produce, particularly of live cattle, and the strong pressure and protests of the farmers has forced the Government's hands.

The Free State now offers a solution by which the Government will pay the bulk of the duty imposed upon Irish cattle on their entry into England and Northern Ireland.

12 1/2 PER CENT.

In order to assist the Irish Free State farmers to meet the British tariff, the Government has declared a bounty on cattle exports of twelve and a half per cent. on their declared value on leaving Free State ports, and a bounty of ten per cent. on cattle exports crossing the Northern Ireland border.

The bounty will come into force as from October 5.

REUTER.

BRITAIN'S SAVINGS

\$50 PER HEAD OF POPULATION

London, Sept. 30.
Addressing the Conference of the National Savings Association at Oxford to-day, Sir Robert Kindersley stated that the small savings of Great Britain totalled \$2,266,000,000 or \$50 per head of the population.

He referred to the calm and patriotic attitude maintained by the holders of Savings Certificates during the crisis and their action in refraining from presenting their certificates for encashment.

Those in authority knew that the great mass of people could be relied on to show common sense and it was this policy of trusting the people to do what was right that bred patriotism.

British Wireless.

BIG SHANGHAI WEDDING

MISS JULIA PAN AND MR. W. KWOK

(Our Own Correspondent).

Shanghai, Oct. 1.
Miss Julia Pan, the only daughter of Mr. Pan Ching-poo, the compradore of Messrs. Jardine Matheson and Company and one of Shanghai's wealthiest men, is to be married this afternoon to Mr. Walter Kwok, third son of the late Kwok Bew and a brother of Percy Kwok, the popular Shanghai racing man.

The wedding takes place at Holy Trinity Cathedral at 2.30 p.m. and a reception will afterwards be held at the Wing On Hotel, over 2,000 invitations having been issued.

The couple will leave for Hangchow for their honeymoon.

REUTER.

RIDER MAIN DRAFT ORDINANCE

The Gazette contains the draft of an Ordinance to amend the Waterworks Ordinance, 1903. The object of this Ordinance is to delete from the principal Ordinance all the provisions relating to the system of supplying, in certain privileged districts, un-metered water to tenement houses by means of what were known as "free mains," thus placing the system on the same footing as the metered system.

ANDAGASTA INDEPENDENT CHACO FIGHTING

Political conditions in America appear to be in a state of chaos. The latest news from the continent declared war between Paraguay and Bolivia has been followed with greater severity than before. Chile appears to be split in two.

The only comforting note is sounded from Rio de Janeiro where there is every hope that the civil war will be brought to an end shortly by agreement.

The revolt in the San Paulo State where fierce fighting has been going on for over a month appears to have come to an end without a decision having been forced by either side.

An independent government has been proclaimed in the Chaco district of Antofagasta, which has an area of 47,918 square miles and a population of about 100,000.

BOLIVIA WAR.

In the Gran Chaco (the Great Hell), fierce fighting is reported to be proceeding between the Bolivian and Paraguayan forces. Both Paraguay and Bolivia claim to have been victorious in the engagements.

The Bolivians deny the Paraguayan report of the capture of Fort Bouqueros.

REUTER.

BARBUDA HIT BY HURRICANE

CONSIDERABLE DAMAGE REPORTED

London, Sept. 30.
A telegram from the officer administering the Government of the Leeward Islands to the Colonial Secretary, dated 29th September, reports that considerable damage was done in Barbuda by the hurricane on 23rd September.

All Government buildings sustained damage, some being partially unroofed. Over sixty private houses were more or less demolished. There was no loss of life.

The estimated cost of repairing Government property is \$30,000.

British Wireless.

CABINET AGAIN MEETS

CONSIDERS INDIA & DISARMAMENT

London, Sept. 30.
A further Cabinet meeting was held to-day at which, it is understood, questions relating to India and disarmament were considered. No further meeting of the Cabinet is expected until the week after next.

The Premier left London to-night for the North and will be away until the end of next week. The Foreign Secretary, Sir John Simon, is returning to Geneva on Sunday and will fly all the way in an Air Force machine.

British Wireless.

INSULL CRASH SEQUEL

RAILWAY IN HANDS OF RECEIVER

Chicago, Sept. 30.
Following the recent crash of the Insull system, the Chicago and North Western Railway has been placed in the hands of a receiver.

HONGKONG
PENINSULAR HOTEL
HONGKONG HOTEL
HONGKONG HOTEL
HONGKONG HOTEL

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Runnymede Hotel
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Food and Wines especially good.

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Every Thursday & Saturday—Orchestra Daily.

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RUNNYMEDE HOTEL, LTD. George Goldsack, Manager.

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LIPTON'S FAMOUS TEAS
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NEW PACKET TEA
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HONGKONG BENEVOLENT SOCIETY
at its Room at the
CITY HALL
on
MONDAYS & THURSDAYS
from 10.30 a.m. to 12.00 noon.
Send us your old clothes.

**CONTRACT
BRIDGE**
By W. E. McKenney

When holding a long trump suit, you can often work a successful squeeze or a coup play. Don't be satisfied with just your contract if the extra trick can be made without jeopardizing that contract.

♠5-4-3
♥Q-3
♦K-4-9
♣A-K-J-6-5

♠A-K-8-7-2
♥5
♦8-3-2
♣10-9-8-4

NORTH
WEST
EAST
SOUTH
Dealer

♠Q-10-6-5
♥3-2
♦A-K-10-8-7-2
♣Q-10-6-5

840

The Bidding.
At contract, South the dealer would pass—while he has a long heart suit, he does not have the required two and one-half defensive tricks to open the bidding. West would likewise pass. North would bid one club. East would pass and South one heart. This is a One over One, and the bid of one heart requires partner to bid again although it does not promise game. West would now bid one spade, North should go to two clubs, East would bid two spades, South three hearts, West pass, and North four hearts.

The Play.
West has the opening lead and when holding ace king, the king of spades is led to show the ace. East plays the encouraging nine and West continues with his ace of spades which South trumps with the deuce of hearts. A small heart is led to dummy's queen and the three of hearts returned. The declarer should not take the finesse—with three aces and eight trump in sight, it is best to try for a break—therefore South wins the trick with the ace of hearts, West shows out discarding the deuce of spades. Declarer now plays the five of diamonds, putting on the jack from dummy. East wins the trick with the ace and returns the queen of spades which South trumps with the eight of hearts. A small diamond is now led by declarer and won in dummy with the nine spot. Declarer plays his ace and king of clubs, and when East's queen falls, on the second trick, he should not make the mistake of continuing with clubs from dummy or East will discard his seven of diamonds. His proper play from dummy is the king of diamonds first and then the jack of clubs. If East discards the jack of spades, declarer will discard the queen of diamonds, while if East trumps with the nine of hearts, declarer will overtrump with the ten of hearts, pick up West's jack with his king and then play his good queen of diamonds. Declarer has made what is known as a simple coup play which gives him five odd.

WALLACE BEERY
**HELL
OVERS**
CLARK GABLE

An entirely new shipment of
OPEL Motor Cars has just arrived and is on view at The Dragon Motor Car Company, Ltd., Telephone 30228.

THE SINCERE CO., LTD.
CHINA'S PIONEER & GREATEST CHAIN OF DEPARTMENTAL STORES.

CHAIN SALE WEEK
FROM TO-DAY

**SPECIAL BARGAINS AT
SECOND FLOOR**
"Chain Sale" coupons issued allowing attractive discount on purchases on all other floors.

SILK DEPARTMENT.
\$3.00 A splendid collection of colourful Chinese silks in their newest shades and designs. All specially priced Per Yard \$1.88
\$2.00 Printed woollen silk fabrics in the fashionable colours. Per Yard .. \$1.50
\$1.30 Chinese Crepe de Chine, white, ideal for shirt making, 28" Per Yd. 95 Cts.
\$3.25 Canton Crepe, white, 28" Per Yd. \$2.70

PIECE GOODS DEPARTMENT.
\$1.05 White mosquito netting. Good quality. 90". Per Yard 75 Cts.
\$2.25 British artificial silk. 36". Per Yd. \$1.75
\$3.00 Velvet in various fascinating colours 27". Per Yard \$2.40
80 cts. Aertex 27½" Per Yard 60 Cts.
50 cts. White Casement Cloth for shirt making. 27" 3 Yards for \$1.00

THE WHOLE NEW STOCK OF WOOLLEN SUITINGS, VIYELLA & FLANNELS ARE OFFERED AT SPECIAL LOW PRICES.

FOR CHILDREN.
\$9.50 50 Woollen Coats red, pink, navy blue \$4.50
\$4.50 Boys' Jerseys, Pelican brand, various colours & sizes \$2.75
\$14.00 Children's Sets, white-pink & white-rose size 12 \$8.50
75 cts. Boys' White Woollen Hats 50 Cts.
\$4.50 Girls' Felt Hats to clear at \$2.00

LADIES' DEPARTMENT.
\$19.50 Formfit Silk or Satin Long Corsets white & pink. Each \$9.50
\$21.50 Woollen jumpers, popular colours & sizes. Each \$9.50
\$1.45 Moodies' Silk-Cotton Vests. Each 50 Cts.
\$19.50 Telemac Lightweight Raincoats. Each \$7.50
\$18.50 Woollen jackets, multi-colour stripes at sleeves & waist \$10.50
\$12.50 Flying Wheel brand Woollen Scarves 25" x 65" Each \$8.50
A lot of Felt Hats, usually priced from \$7.75 to \$15.50 Now to be cleared at .. \$2.75

ONE OF THE CHAIN'S LINKS. INSURANCE CO. HEAD OFFICE.
The Sincere Insurance & Investment Co., Ltd. was established in 1925, being an affiliated company of the Sincere Co., Ltd. Capital \$1,200,000. Branch offices and agencies over 70 in number, spread throughout China and extended to Siam and Straits Settlements. (Links already described: Principal, Canton, Shanghai, Original, and Yumatti Stores).

**WOMAN IN CASE
BROTHEL INMATE GIVES EVIDENCE**

A young woman whose reddened eyes showed traces of recent tears, occupied the witness-box in Mr. Wynne-Jones court yesterday afternoon as one of the principal figures in the trial drama arising from the death of District Watchman Lai Chuen, for whose murder another district watchman, Siu Kon-chiu, now stands charged.

The woman gave testimony concerning her relations with both men. She spoke of a visit made by the accused earlier on the evening on which he allegedly fought the fatal pistol duel with the deceased. Ah Siu had come round, she said, with a friend, and had endeavoured to persuade her to accept the attentions of this friend.

She indicated that the discussion at this point had entered into a consideration of ethics. She explained that she could not accept people whom she knew to be friends of, or were known to, her intimates.

Siu Kon-chiu, from the dock, pressed for a motive for the aggressive disposition he declared he perceived in Lai Chuen just prior to the affray.

He asked: When you subsequently told Lai Chuen of the interview

**LATE MRS. DA SILVA.
FUNERAL AT R.C. CEMETERY YESTERDAY**

The funeral of the late Mrs. Palmira Angelica Costa da Silva, who died at her residence, No. 4, Salford Terrace, Kowloon, on Thursday, took place at the Roman Catholic Cemetery last evening. She was the wife of Mr. Jorge Honario da Silva.

There were present a number of relatives and friends of the family, including the husband, who was chief mourner.

A short service in the Chapel preceded the interment. The last rites were intoned by the Rev. Mr. Spada. A large number of wreaths were received.

and my proposal, was he angry, and did he say anything?

Witness: He did not appear to be angry. He merely smiled and left.

Accused contended that a great many things must have been said about him during the ten minutes' conversation witness had with Lai Chuen, and asked that she fully recount what took place.

Witness averred that that was all that was said.

Further hearing of the case was adjourned until next week.

WHY GAGE AND PARIS CHIC HATS ARE SUPER CHIC.

Originality, Individuality, Luxurious materials and trimmings. Style Perfection, Fine Tailoring, Artistic lines and curves which are inimitable, make GAGE & PARIS CHIC HATS the best investment for all well-dressed women.

Come and See our New Collection
Just Unpacked.

MODE ELITE
Hongkong Branch.
Entrance Chinese Bazaar, China Building.
(Opposite King's Theatre).

SPECIAL CHRISTMAS PRICES:
Cabinet (6½ X 4¾) \$25.00 per Dozen, \$15.00 per ½ Dozen
Boudoir (8 X 6) \$35.00 " " \$20.00 " "
Royal (10 X 8) \$50.00 " " \$30.00 " "

CHRISTMAS "MAIL-PICTURES"
Cabinet (6½ X 4¾) unmounted, printed on thin Card \$18.00 Per Dozen.

Appointments: **KOMOR & KOMOR**
or: Tel. 21070.
KOBZA STUDIO.

Lung trouble
can often be avoided by the timely use of **SCOTT'S Emulsion** which is widely prescribed in all sections of the throat and chest. Ask for

SCOTT'S Emulsion
The protector of life

SALESMAN SAM But That's Enough! By Smell

HEY, SAM, SCRUB TH' FLOORS!
DO IT YERSELF, CAP' AN' SEE HOW YA LIKE IT!
THASS TELLIN' HIM, SAM!

WHAT! DON'TCHA KNOW I'M YOUR SUPERIOR AROUND HERE?
PRECINCT # 678 CELL ENTRANCE

AW, DON'T GIT SNOOTY! THERE'S NOT MUCH DIFFERENCE BETWEEN YOU AND ME

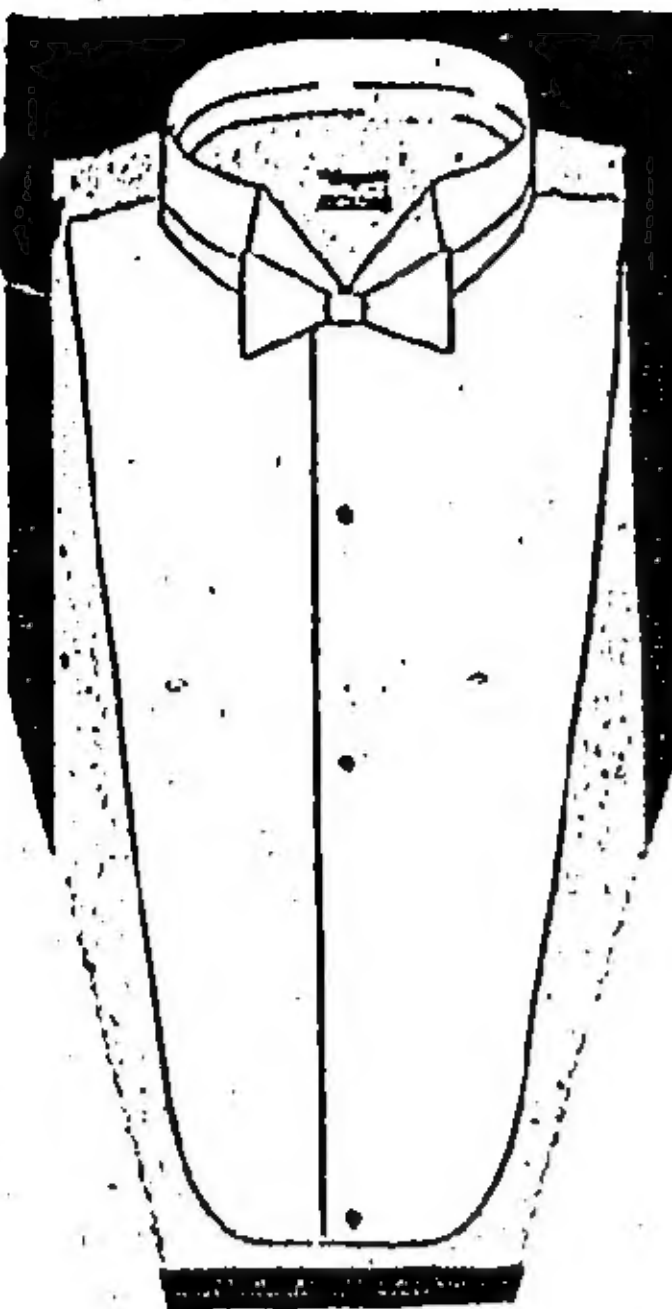
YOU CALL ME CAP' AN' I CALL YOU CAP!
CAPTAIN?

ONLY A DIFFERENCE OF ONE LETTER!

The New

Summit

DRESS SHIRT.



This new "Stream-Line" Front is much narrower than usual. It is cut to conform to the opening of the modern dress waistcoat. And, since that part of the front which has hitherto tended to cause a certain amount of bulge is eliminated, this shirt is a definite aid to the perfect set of dinner jacket or tail coat.

Summit
DRESS COLLARS
in quarter sizes.

\$10.50

Less 10% discount for cash.

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WHITEAWAYS. NEW BASIC VALUES.



B.V. P.10.

Cutlery Canteen. Highly polished case of English oak lined with brown felt. Fitted with 6 table knives, 6 dessert knives, 6 each table and dessert forks, dessert spoons, tea spoons and coffee spoons, 2 each table spoons, salt and mustard, one each jam spoon and butter knife. All the best E.P.N.S. of Sheffield Manufacturer.

Basic

Value

\$85.00

Price

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.



Selected team of rowers and swimmers who represented the Hongkong Chinese Civil Servants' Club at the Provincial Aquatic Meeting held at Canton. (Photo: Ming Yuen).



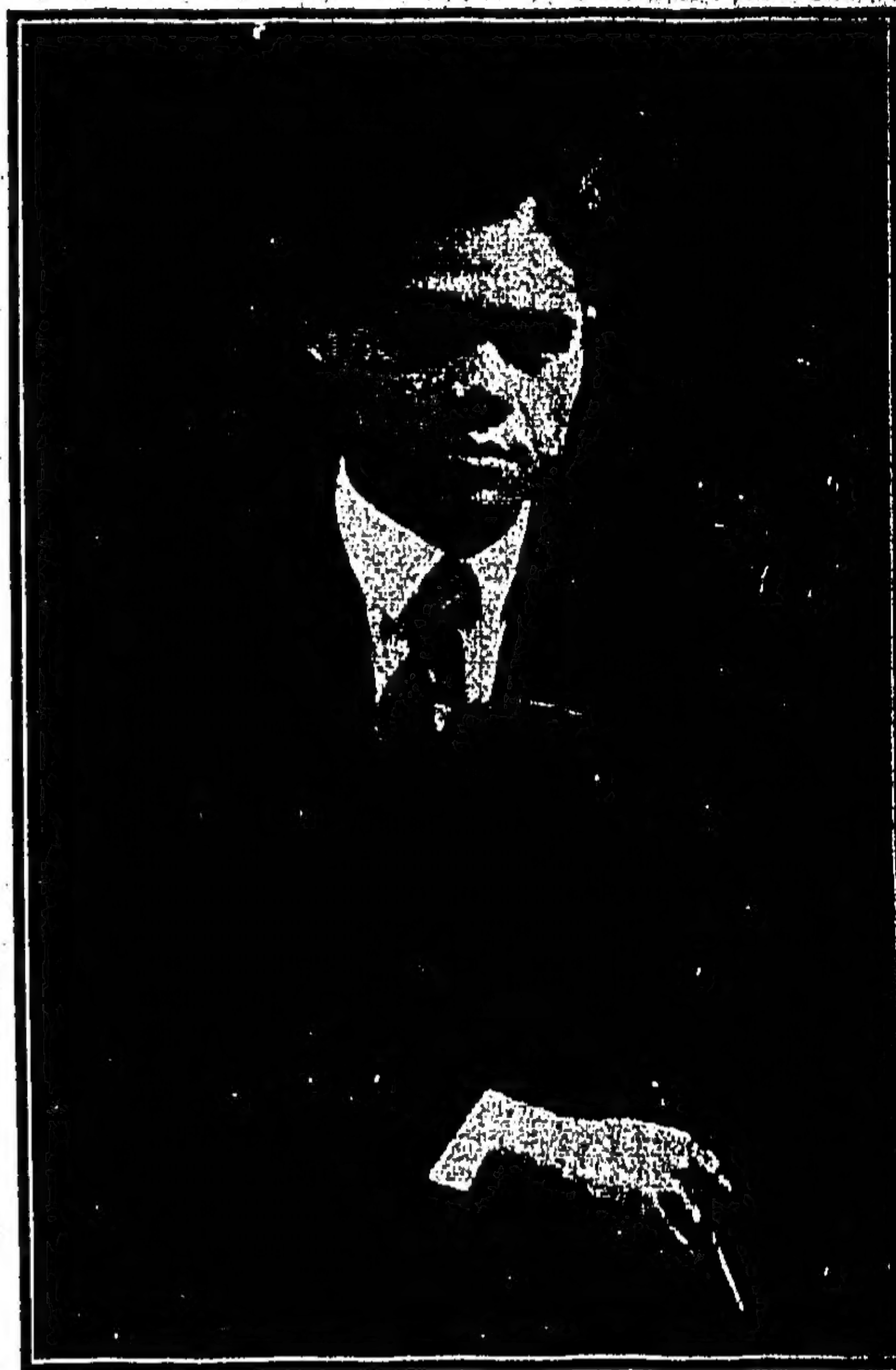
Bridal group taken after the wedding, at the Roman Catholic Cathedral, of Mr. J. C. dos Remedios and Miss Estrella A. Castillo. (Photo: Mee Cheung).



Trinity College of Music successes. Left to right Marion Vincent (Junior Honours), Etsuko Saito (Junior Pass), Michiko Okamoto (Intermediate Pass).



Snapped at the wedding of Lieut. A. H. Mussen, R.A., and Miss Joan Taylor. Left, the bridal couple leaving the church; right, H.E. the Officer Administering the Government, and Mrs. Southorn, arriving for the ceremony. (Photos: Mee Cheung).



Hoh On-tung, who secured Honours in the Higher Local Division of the Trinity College of Music examination, for the violin.



H.E. the Officer Administering the Government distributing medals at the Police Force inspection. Left to right Top, Sub-Inspector Portallion (4th Class), Acting Inspector Hoare (4th Class); bottom, Sub-Inspector Carey (4th Class), Sgt. Kong Si-hong (3rd Class). (Photos: by A. Fong).



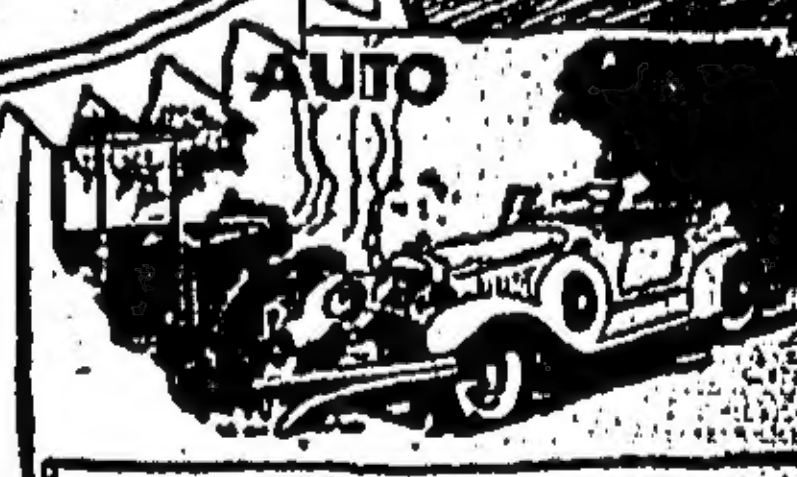
His Excellency the Officer Administering the Government investing Detective Inspector Fallon with the 1st Class Police Medal. (Photo: A. Fong).



Guests at the recent wedding of Mr. K. K. Pun and Miss Jessie Pun, celebrated at St. Stephen's Church. (Photo: Ming Yuen).



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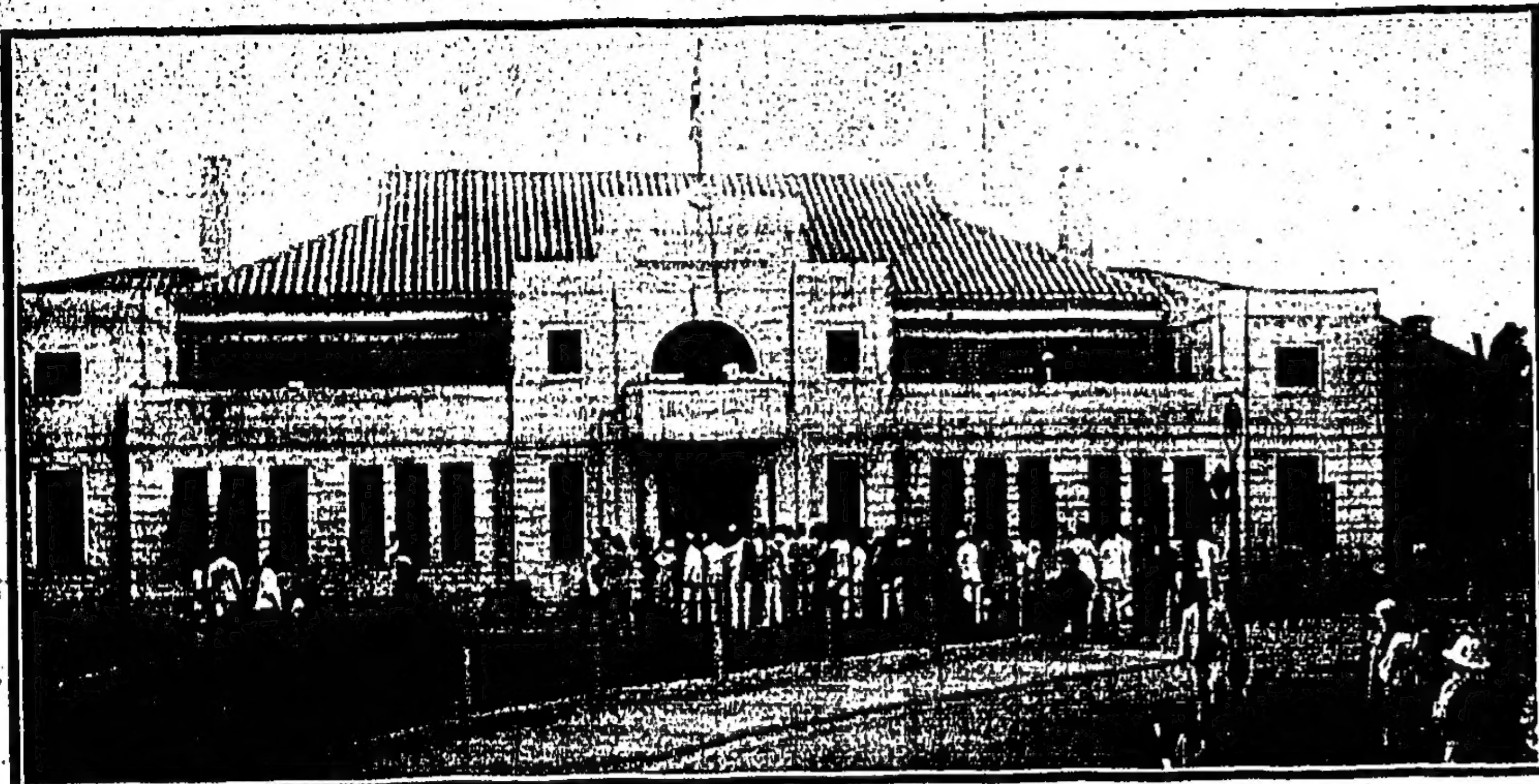
PICTORIAL SUPPLEMENT

SATURDAY, October 1st, 1932.

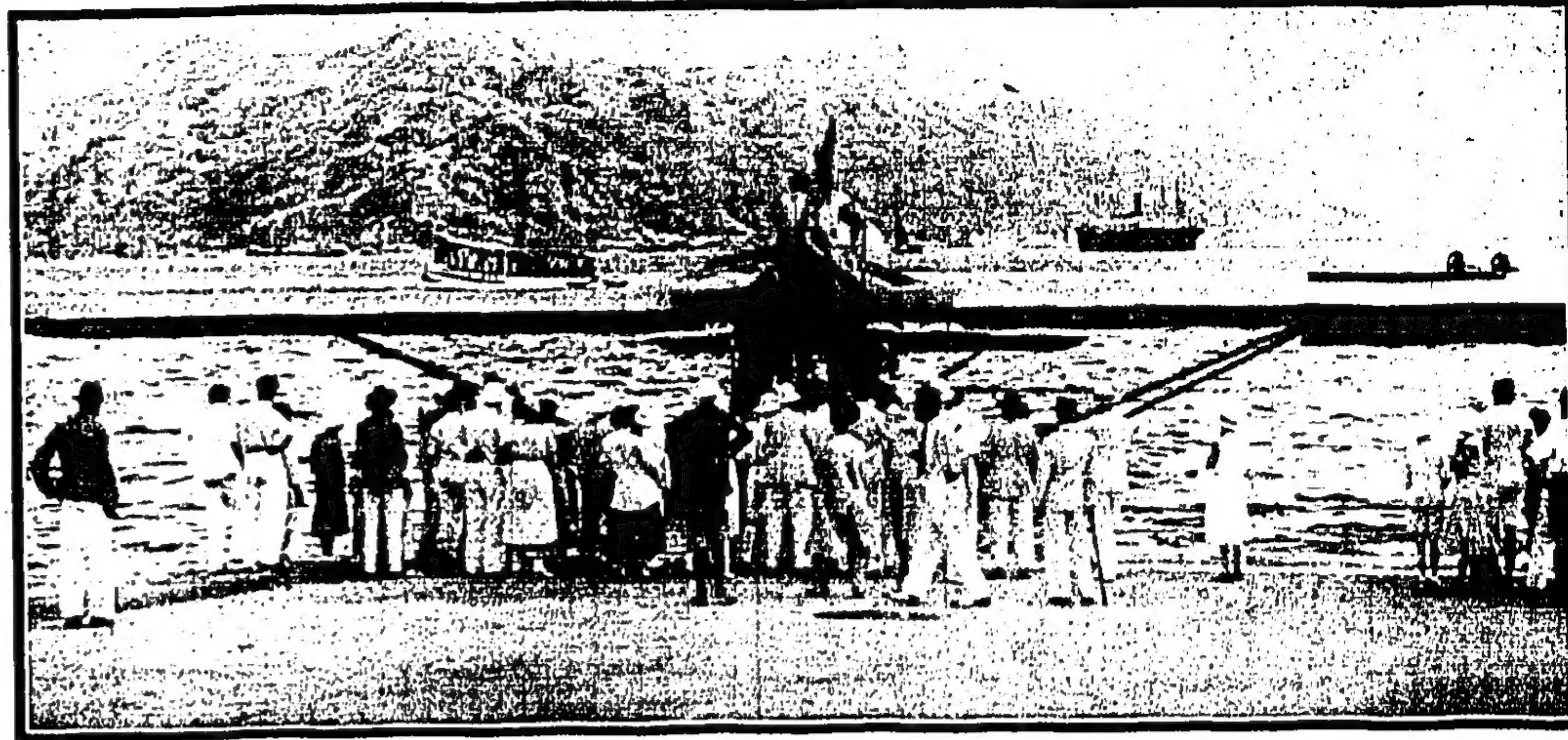
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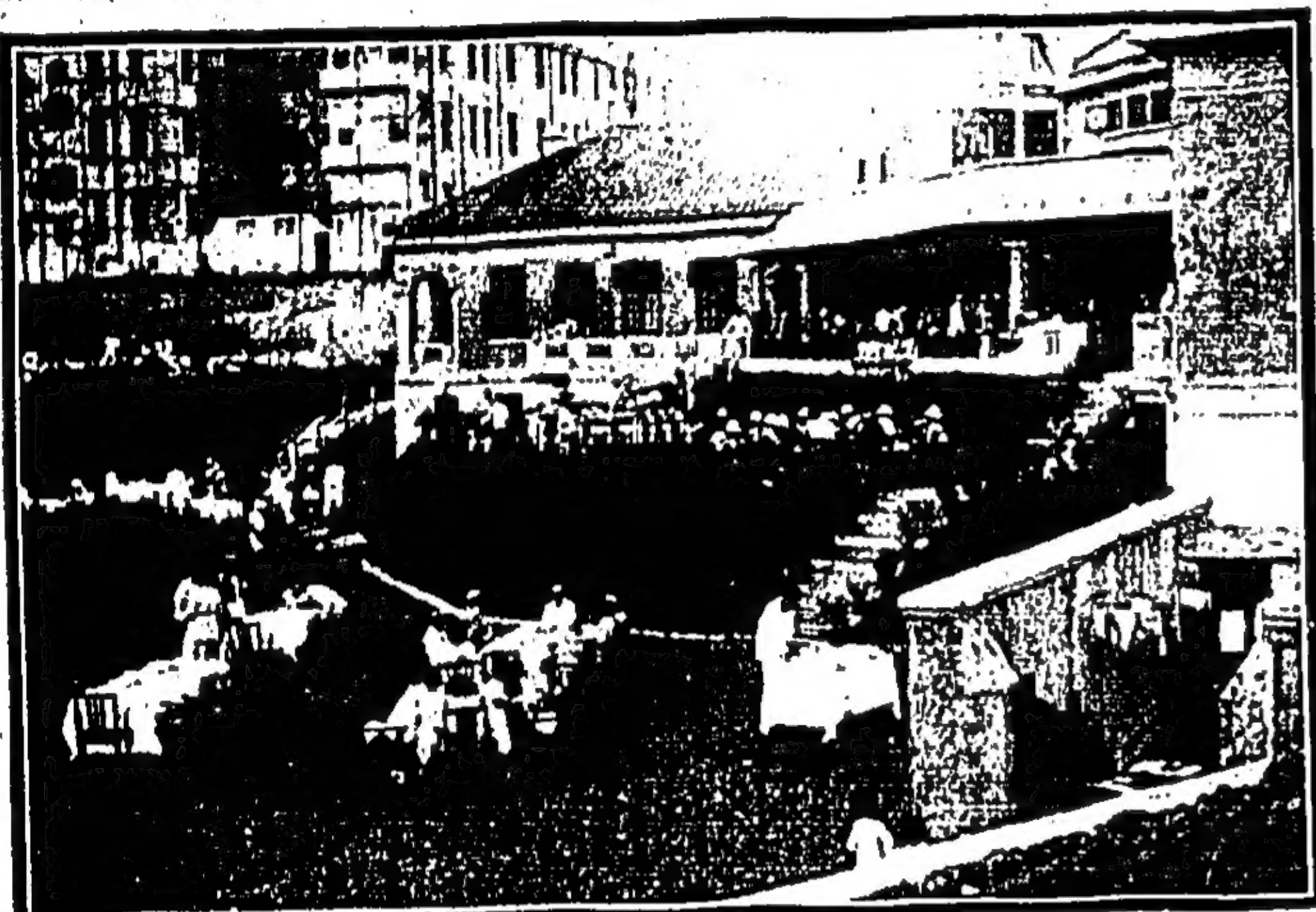
NOTHING SHODDY AT THE
BOMBAY SILK STORE
2—D'AGUILAR ST.—2



A general view taken on Saturday on the occasion of the opening of the Kowloon Cricket Club's handsome new clubhouse by Mrs. W. T. Southern. (Photo: Ming Yuen Studio).



The above photograph was taken at Kai Tack Aerodrome on Sunday afternoon, just after the arrival of Captain von Gronau, on his world flight. It gives an excellent impression of the size of his plane.



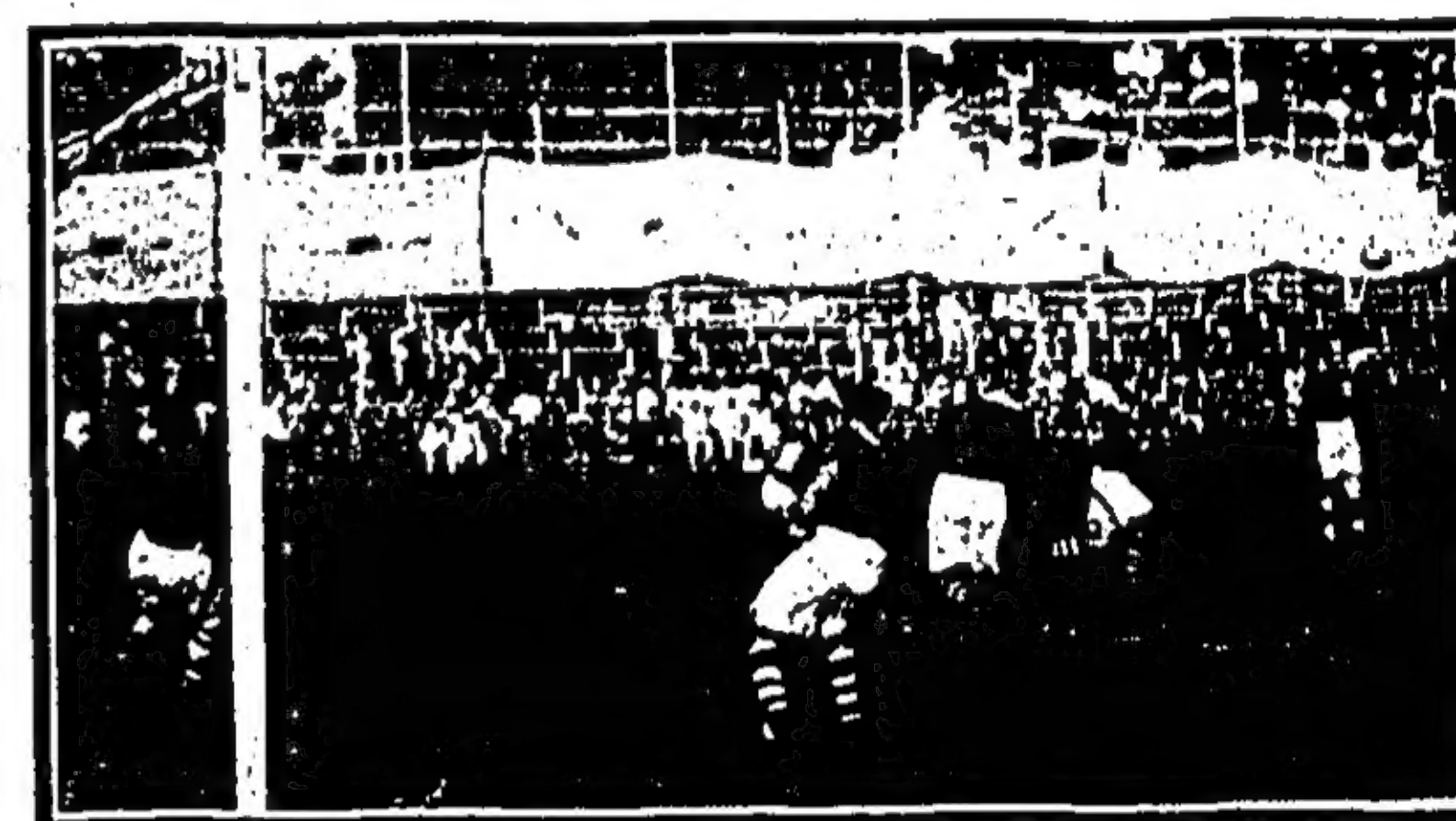
Picture shows tea being served at the opening of the K. C. C. pavilion. (Photo: Ming Yuen).



Mr. R. E. Lindsell speaking at the opening of the new K. C. C. clubhouse. Mrs. Southern, who performed the ceremony, is also seen in picture. (Photo: Ming Yuen).



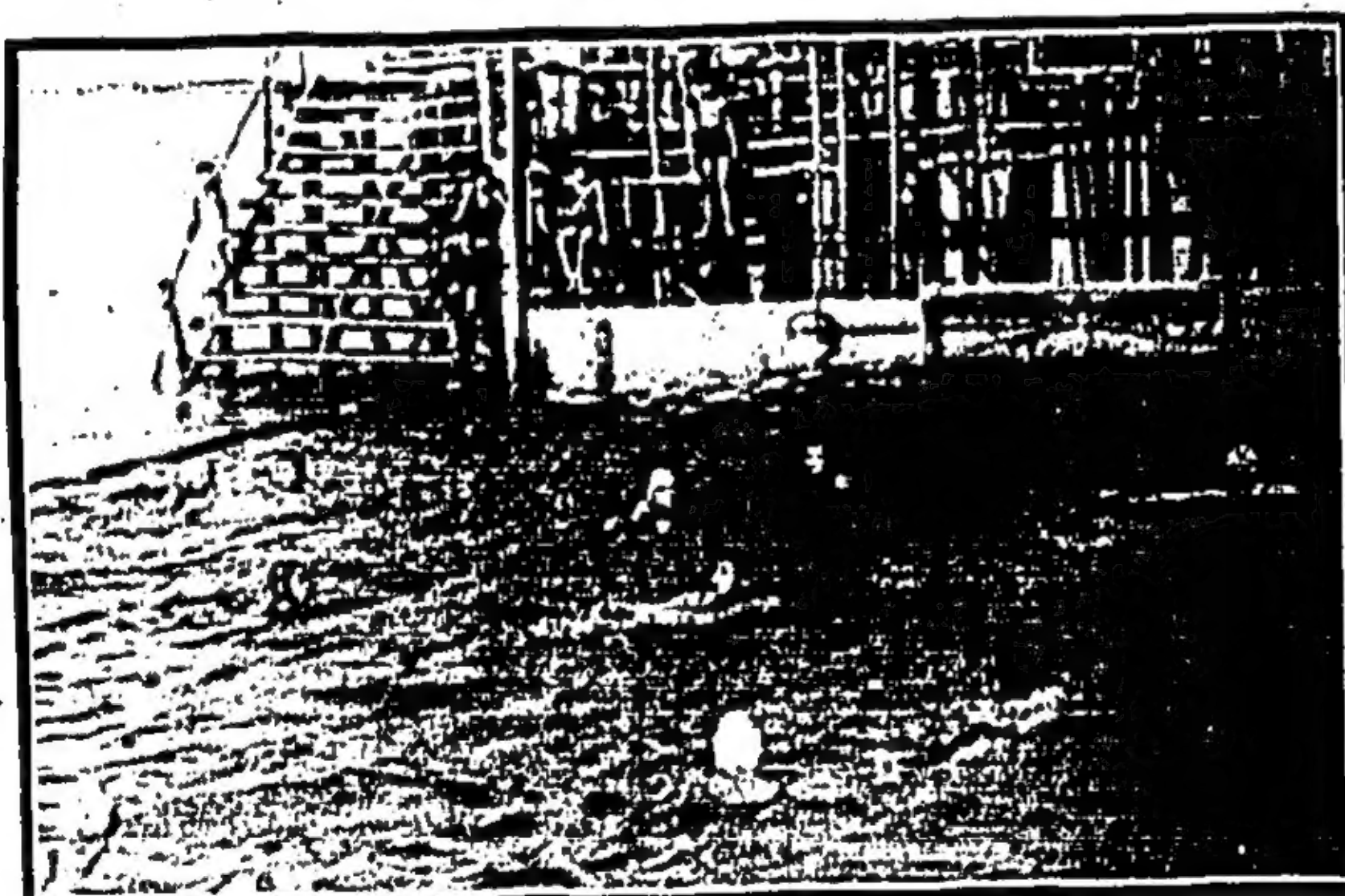
Sir Sheouan Chow and H. E. Major General Sandilands were interested spectators of the Borderers-South China match. (Photo: Ming Yuen).



A snap of the match in which the South Wales Borderers defeated South China Athletic on Saturday. (Photo: Ming Yuen).



Sir William Hornell presenting a cup to P. T. Naidu, of Ricci Hall, at the H.K. University Swimming Club's aquatic meeting. (Photo: Mr. Khoo Keng-wah).



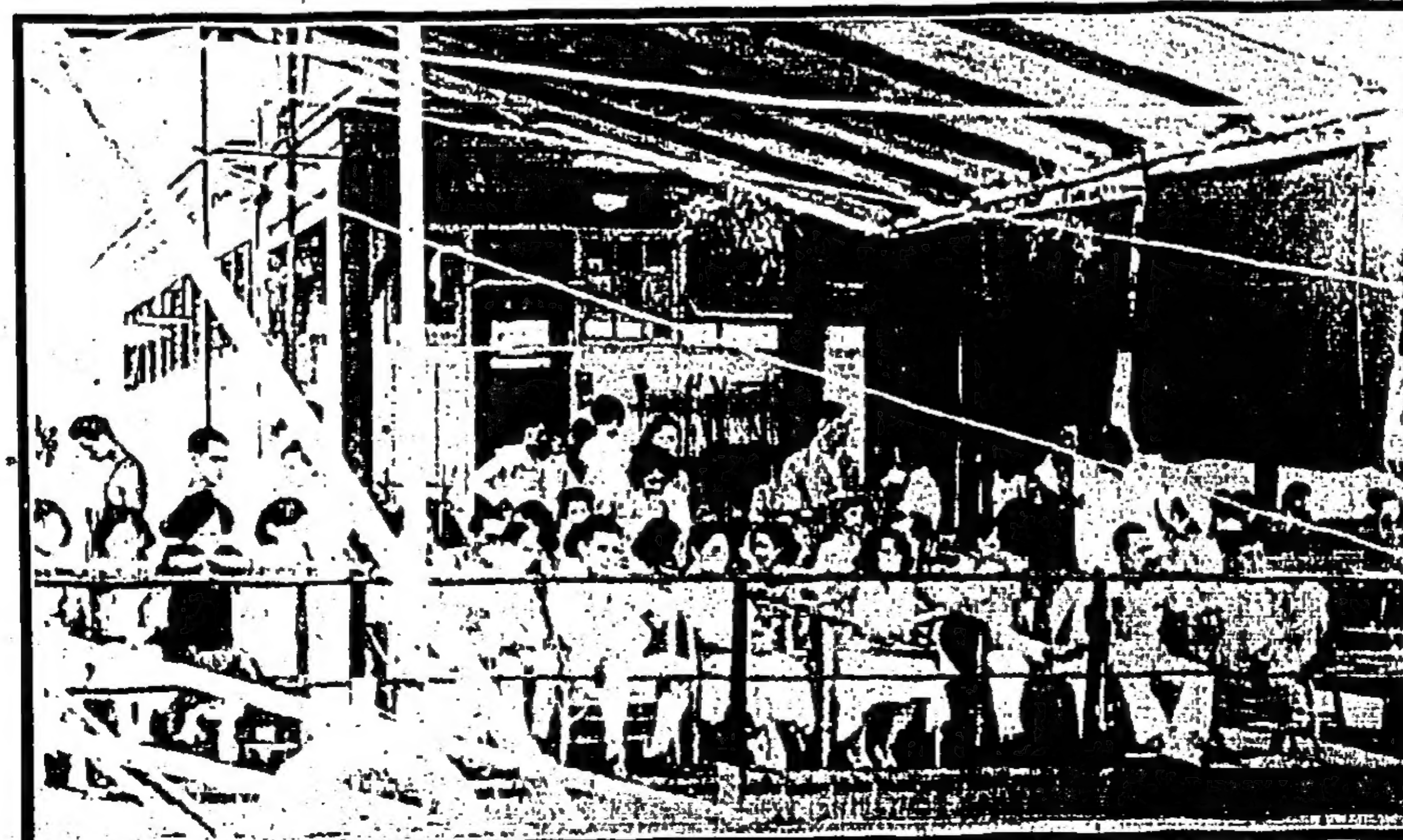
University Past and Present students met the Army in a polo match at the Hongkong University aquatics last Saturday, the result being a draw. Picture shows match in progress. (Photo: Mr. Khoo Keng-wah).



H.E. Major General Sandilands shaking hands with the players in the soccer match between the South Wales Borderers and South China Athletic on Sunday. (Photo: Ming Yuen).



Waiting for the ball. An interesting snapshot of the polo match between University Past and Present Students and the Army at the Varsity aquatics. (Photo: Mr. Khoo Keng-wah).

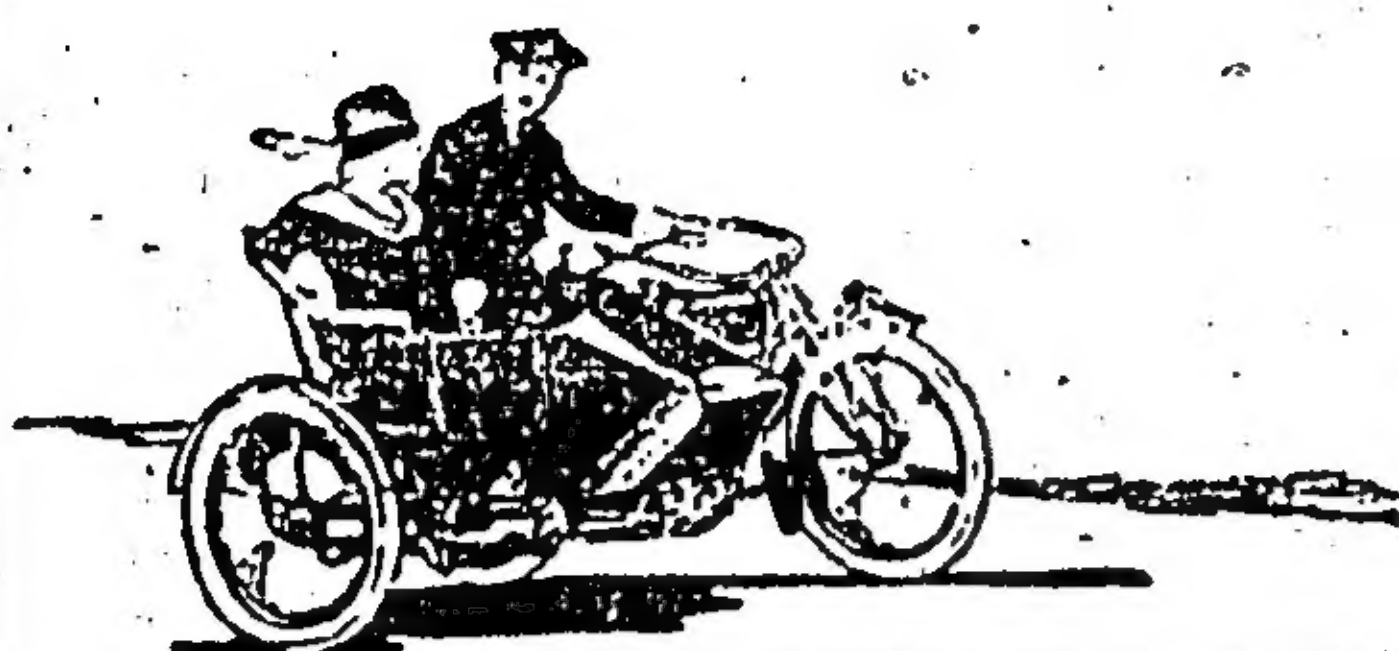


This picture shows part of the large crowd which gathered at the Chinese Bathing Club's pavilion to witness the H. K. U. Swimming Club's meeting. (Photo: Mr. Khoo Keng-wah).

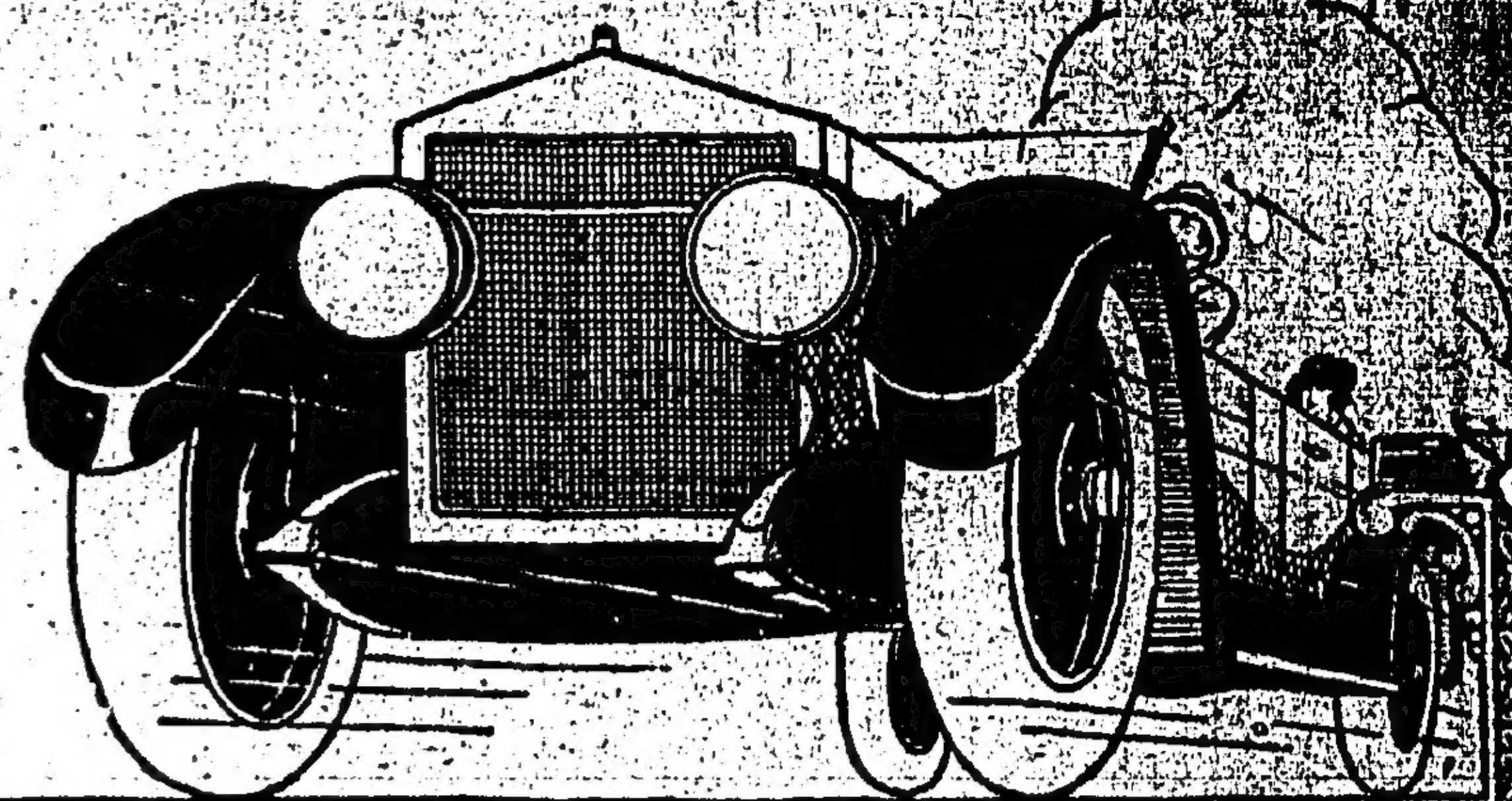


The best company of workers in the recent membership campaign of the Hongkong Chinese Civil Servants Club. Left to right: Back row:—Lau King-ting, Ho Kwan-pang, Chau Kin-fan, Lo Kwok-min. Front row: Miss Cheong cheuk-pan, Miss Chenk Yuet-ying, Pau Shiu-chong (Chairman) and Chan Kwok-ying. (Photo: Ming Yuen).

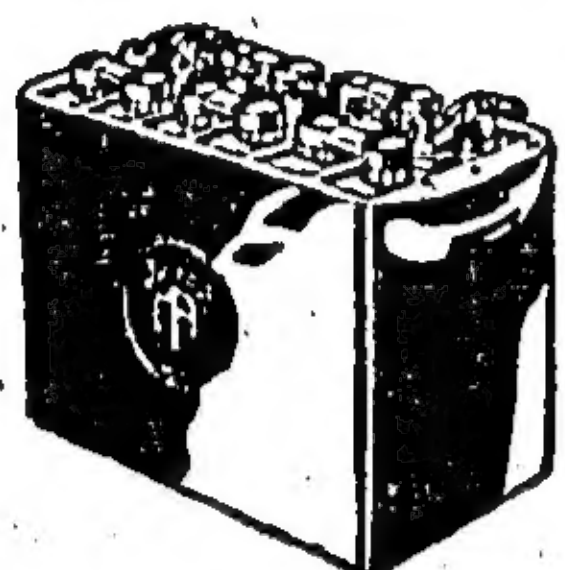
MOTORING SUPPLEMENT



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C. Spradbery	Sunbeam	3.47
H. Dobernecker	Ariel	five
G. H. V. Ribeiro	B.S.A.	4.93
P. A. P. da Silva	B.S.A.	4.93
P. M. F. Rosario	Norton	4.90
O. A. Carvalho	Raleigh	2 1/2
A. A. Silva	A.J.S.	3.50
A. A. Xavier	A.J.S.	4.98
E. Owen	Ariel	2 1/2
A. I. Cash	A.J.S.	2 1/2 (249 C.C.)
L. Po Shan	Triumph	4 1/2
H. E. Lewis	A.J.S.	490 C.C.
E. Marriott	Rudge	5
G. da Rocha	Rudge	5 (498 C.C.)
G. Cottrell	Sunbeam	2.49 C.C.
K. C. Hamilton	A.J.S.	4.98
J. Smith	Hummer	2 1/2
Ng Chiu Too	A.J.S.	4.98
Henry Kow	Sunbeam	8 1/2 (492 C.C.)
F. V. Wong	Ariel	2 1/2 (350 C.C.)
E. W. Tape	B.S.A.	3.49 (350 C.C.)
Hans H. Mueller	D.K.W.	7
C. W. Brand	A.J.S.	4.94
E. J. Spiers	Rudge	498

ROAD LIGHT PUZZLES.

Confusing the Motorist.

By Chiltern
In the "News-Chronicle"

There is urgent need for reform in the lights intended to guide motorists on the roads at night, especially in towns.

In the course of a long tour recently in which I saw thousands of motorists driving to holiday playgrounds I spent many hours on the road at night, and I do not think the need for reform of the warning lights has ever been so much impressed on me.

During the last three months a departmental committee has been inquiring into traffic lights. Its report—contrary to statements constantly being made—is not likely to be in the hands of the Minister of Transport until October.

No doubt, as the result of this committee's work, a number of proposals will be made, but from the point of safety on the road I think that unless they deal with the light dangers at night their job will be only half done.

Confusing Road-lights
In my holiday drive I went through many towns, and passed hundreds of junctions, including quite a number of the "roundabout" type. I was struck by the unwise permission given for the erection of illuminated signs, other than road warnings, which made matters so confusing that many times I had to slow down, while at other times I had to stop altogether to discover what I was supposed to do.

At one place there were illuminated direction "plates," direction arms from posts, "stop" arms with posts illuminated by red globes, refuges with plaques of amber yellow, illuminated advertisements, and many fairy lamps. To make confusion worse, there were red lamps guarding cars, road-making material and road improvement work. Official warning lamps illuminated bus-stop indicators and unofficial signs combined to make a confusing maze of lights in which it was difficult to pick out the real signal.

The committee ought to make drastic proposals regarding traffic control lights. A uniform method is certainly needed.

Then many motorists doubt whether we have the best shape of lens or the best form of lights for the signal lights, and I share these

doubts. The size of the lenses, now mostly of 8 inches diameter, is too small, it seems to me. For modern traffic 12-inch lenses would not be too large when you consider the angle at which so many of them must be viewed from the driving seat.

Before these traffic lights are extensively increased, as proposed by police authorities, the size, shape of lens and type should be standardized, as well as the position in relation to traffic. By their position some of the lights are practically useless, and they are even dangerous, because they can be easily missed by careful drivers.

It would be useful, too, if the Transport Ministry tackled the question of the warning red lights used when road repairs are in progress. On some road works the multiplicity of red lamps made it impossible for me to see which was the road left open for vehicles. At others—and at two of them I nearly had an unpleasant experience—the lamps were placed in such a misleading way that two traffic "lanes" were indicated, though actually there was but one strip of the road left open.

Refuges as Danger Spots

Another danger arises from the street refuges in big towns. A large number of these refuges with wide bases and metal posts at their ends are found in streets with lamps of low power. Frequently these refuges are in patches of shadow beneath the street lamps, and it is surprising that there are not more crashes at these spots.

The powers of the Committee inquiring into road signs do not cover the question of street lamps, but it would be in the interests of public safety for the Ministry to make a special investigation into the problem this winter. At present our street lamps shed too much of their light into the air rather than on to the road.

When the Ministry's investigation of road accidents ends in December I fancy one surprise will be the number of accidents which resulted in serious injury and loss of life through motor vehicles colliding with street refuges which were inadequately indicated by street lamps.

WE MOTORISTS.

Can be Our Own Traffic Police.

By Sir Malcolm Campbell

All the observations I was able to make during the recent Bank Holiday week-end tended to confirm me in the view I have several times expressed: that the standard of driving by motorists is definitely improving.

Of course, I saw a good many examples of rank bad driving, and I suppose there is not a single one of the rules of good road behaviour that I did not see broken, but it is satisfactory to be able to say that these breaches were nothing like as frequent as they were a year ago. I saw only one case of what I would call really dangerous driving.

The Press Has Helped
This improvement in driving and in road manners is, I firmly believe, due to the causes I have more than once discussed in these pages. They are, first and most important, the growth of what I would call mass road experience, and, secondly, the intensive propaganda which has been conducted against bad and inconsiderate driving by the motoring association and by the Press.

A properly directed missionary effort can do much to impress upon all drivers the necessity of obedience to the recognised canons of the highway, but very much can be done by motorists themselves towards the suppression of the dangerous driver. The motoring organisations should consider the possibility of setting an example by taking action in cases of driving inconsiderately or dangerously.

Prevention is Better
Their scouts must see many cases in which some sort of action might be taken, but so far as I am aware neither the K.A.C. nor the A.A. have any system which calls for reports of such cases to be made to headquarters.

I know they are informed of serious accidents which are witnessed by their scouts or in which the latter have been called upon to render assistance, but what is desirable is not so much to report accidents as to prevent them. I am not counselling indiscriminate prosecution in such cases as might be reported, but I think cases involving real danger and in which independent witnesses are available should be so dealt with.

A few prosecutions undertaken by the motorists' own organisations would act as a very salutary warning to the habitual road-wag and would go far to convince the non-motoring public that the majority of drivers are not merely paying lip-service to the principle of safety.

The manner in which I should like to see that matter handled would be somewhat as follows:—All road scouts should be instructed to make a report on cases of dangerous or inconsiderate driving coming under their notice, with the registration number of the offending car. The report should be accompanied, if possible, by a précis of the evidence of witness. On this evidence a letter should be written to the owner of the car concerned, detailing the circumstances and warning the offender that should another report be made a prosecution would be begun.

I believe that action such as this would go very far towards restraining the habitually inconsiderate driver, because there could be no question of anti-motorist prejudice entering into the matter, and the moral effect of such a rebuke would be very powerful.

It may be that the associations would lose a few members as a consequence of taking such action, but they would be members that the organisation affected could well do without. Indeed, in bad cases or where the same driver is the subject of more than one report I would advocate cancellation of his membership of the organisation.

Kent's Good Record

Kent has for years past set a good example to the other counties in road reform matters. In the days when Sir Henry Maybury was county surveyor, Kent led the way with the dustless road surface when dust was the bane of all who used the roads or lived within half a mile of a main highway. Under the present surveyor, Mr. H. T. Chapman, the county maintains its old-time reputation for progress in all road matters.

Kentish roads are among the best engineered and best surfaced highways in the country, and the county is intelligently sign-posted, which is more than can be said of some. In this matter, however, there is one small reform that might be effected: the time has come to dispense with the notices warning all and sundry that it is dangerous to exceed a speed of eight miles an hour through practically every village in East Kent. By all means let there be warning notices, but not these anachronisms, which were erected, I believe, owing to certain specific circumstances which arose more than twenty years ago!

However, that is by the way. The road user owes a lot to the present county surveyor of Kent. It was he who initiated the "white line" and the painting of the words "Slow" and "Stop" on county highways, and also the whitening of kerbs and marking them black and white at junctions and cross-roads.

Another excellent idea first put into practice by him was the painting of guard fences in black and white bands, and similarly painting the parapet walls of bridges where they are narrow or out of alignment. He also was the first to place red flags at both ends of sections where roadmen were at work. Now Mr. Chapman is engaged upon the erection of signposts with the arms low enough to be easily read at night.

If some other counties would take a leaf out of the book of Kent this country would be a better and a safer place for the tourist and the traveller.

See To Your Brakes
A correspondent calls my attention to the fact that during 1931 fines were imposed in 17,771 cases for the offence of having inadequate brakes on motor vehicles. I am pleased to know that the authorities are alive to the necessity of insisting that all motor vehicles should be properly braked.

The person who takes or sends out a motor vehicle with defective brakes deserves all he gets at the hands of the law.

My correspondent goes on to suggest that it should equally be an offence to use a car with dangerously worn tyres. Apart from being dangerous, it is false economy to endeavour to get the last mile out of a set of tyres. They are cheap enough nowadays, and we not phenomenal mileage from them without reaching the danger point. The wise motorist scrapes them the moment there is a doubt.

But I cannot agree that it should be made an offence to use worn tyres. If there were any conceivable standard by which the border line between safety and danger could be determined, I should agree, but I cannot see how any satisfactory standard can be fixed.

Speed Limit Idea
Another suggestion this reader makes is that all lorries, motor-coaches, and other vehicles which are still subject to the speed limit law should carry on the back of the vehicle a large, clock-face speedometer so that the actual rate of travel could be seen at a glance and, presumably, proceedings brought in every case of an excess over the legal limit of speed.

There is no technical difficulty in installing such an instrument, but it would probably have the same effect as the old twenty miles an hour limit in the case of the "private motorist" to excite too much of the attention of the police on technical infractions of the speed law and too little on cases of really dangerous driving.

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This K-L-G model has been produced to meet the very exacting plug requirements of modern sports motorcycles. It has already proved eminently suitable for such popular makes as B.S.A., NORTON, RUDGE-WHITWORTH, HARLEY DAVIDSON and several others. In the construction of the K-L-G full benefit has been taken of the unrivalled K-L-G racing experience, to produce what might almost be called a "semi-racing" plug. Externally it resembles the standard "K" type, but for the copper radiator fins which facilitate the dissipation of heat from the electrode. The internal gas cavity and design of the mica insulation, and electrode, have been carefully adjusted to meet unusually severe conditions.

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PUBLIC SERVICE.

New Type Six-Cylinder Fire Engines.

The introduction of two light six-cylinder fire engines of a new type will not be without interest to the many brigades all over the world, especially those who have for many years used Leyland fire engines.

The two new models are a light fire-engine with a pump capable of delivering 200/600 gallons per minute, and a fast, light tender carrying chemical extinguishers, first-aid equipment, an extension ladder, and other useful emergency equipment.

The fire engine is mounted with the orthodox type of body, providing ample accommodation for hose and other apparatus, and is equipped with the latest type of Rees-Roturb two-stage pump constructed of gun metal throughout, with the exception of the stainless steel main spindle. It is driven direct from the gear-box, and can be controlled from the driver's seat. The actual output capacity figures, using no lift and the minimum length of suction hose, are:—

600 g.p.m. at 75 lb. per sq. inch.
400 " " 125 " " " "
200 " " 205 " " " "

There are two suction pipes communicating from the pump to the rear, and a total of 32 ft. 4 in. of flexible suction pipe is provided, in four lengths, together with a shoe, strainer. The delivery pipe has two branches, the ends being fitted with instantaneous couplings, the valves employed being of the Leyland quick-closing type. The controls, vacuum gauges, and pressure gauges are located on a panel at the rear of the vehicle. A separate reciprocating pump, operated by a hand lever, is used to prime the main pump.

The equipment of the tender is comprehensive, and includes a 40-gallon first-aid tank, pump, 120 ft. of hose with hose reel and nozzle, two chemical extinguishers, and a 35 ft. extension ladder. A 50 ft. ladder is available at a slight extra charge. A useful feature is the fitting of a ring eye for hauling a trailer.

SPARK TIMING.

How It Affects Engine Compression.

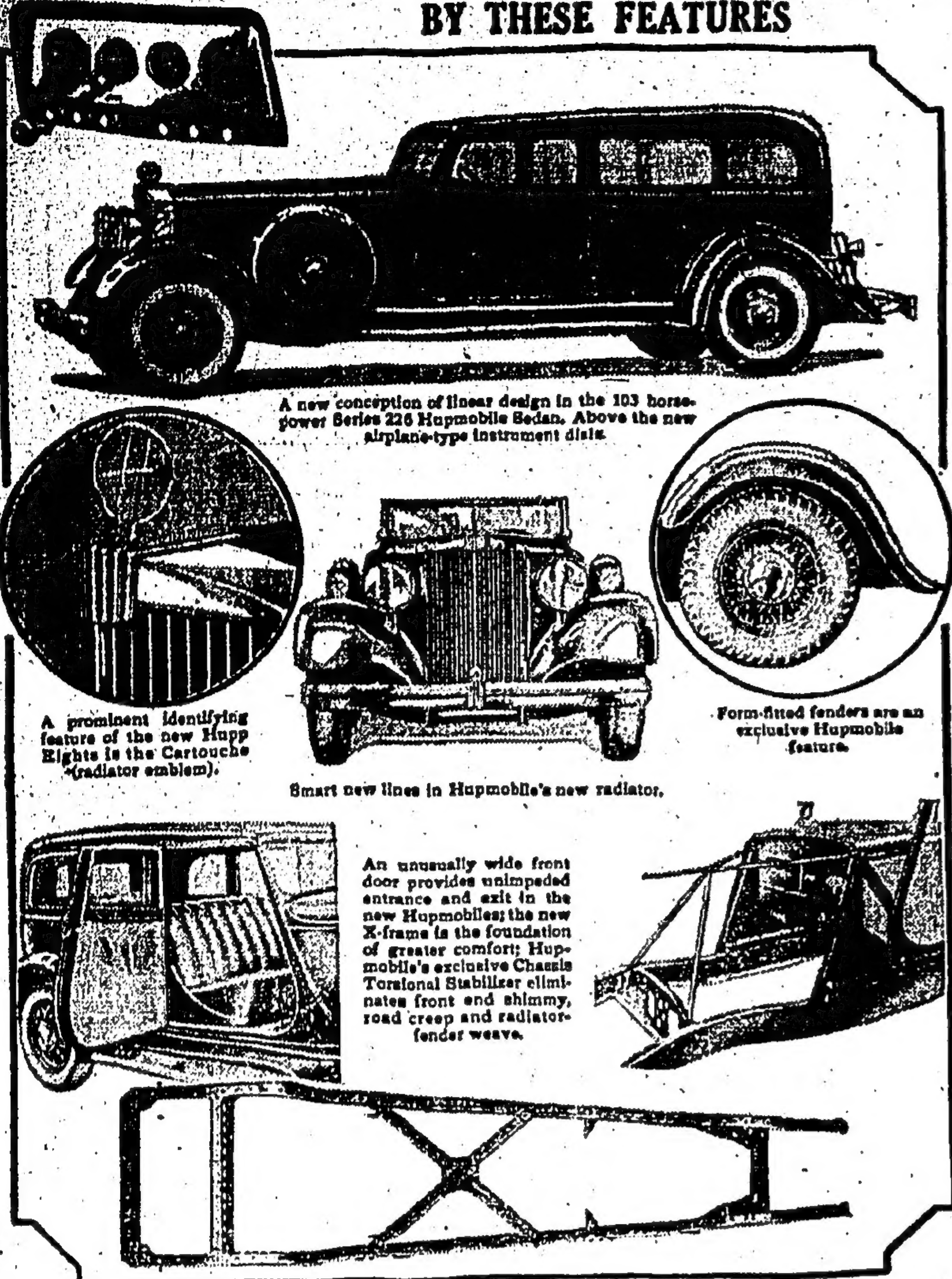
How spark timing affects compression is little understood by the average motorist, yet it is easily explained.

Since petrol vapour requires a measurable period of time to burn, it is customary to time the spark in the cylinders to ignite the mixture before the pistons reach the end of their compression stroke. With the spark properly advanced enough gas should start burning to further compress its unburnt portion, so that when the pistons start down on their power stroke they do so with greater force. If the spark is too early, too much gas starts burning, and the tendency is for the pistons to be prevented from reaching the end of their compression stroke. This causes pronounced knocking and during cranking results in a "back-firing."

The faster the engine runs the more within limits, the spark should be advanced with safety and efficiency. In this way the timing of the gas charge itself affords compression and power. Knowledge is elementary, but owners studied its effects, they would obtain better performance from their cars.

ful feature is the fitting of a ring eye for hauling a trailer. The chassis, identical for models, has many internal features, such as a 67 h.p. cylinder engine, with a bearing crankshaft, timing liners and valve seats. Dual and magneto ignition is provided, and cooling is by pump fan still tube radiator; there is a by-pass arrangement from main pump. The gear-box has four speeds, and incorporates take-off to the pump from the drive shaft. The axle has a 3.5 ratio of the full-floating type, head worm drive. The road speed is approximately 60 m.p.h.

THE NEW HUPMOBILES ARE EASILY IDENTIFIED BY THESE FEATURES



THE MOTOR INDUSTRY OF GREAT BRITAIN.

Interesting Facts and Figures.

The importance to which the Motor Industry of Great Britain has reached, in a comparatively short space of time, is abundantly illustrated in the 1932 edition of "The Motor Industry of Great Britain," recently published by the Statistical Department of the S.M.M.T.

The present edition indicates the progress of the industry up to the end of 1931, and from the mass of statistics contained therein some most interesting and striking information is brought to light.

In view of the claim so often advocated that road transport is in effect subsidised by the fact that it does not pay proportionately for the use of the public highway, it is of more than usual interest to see that the average direct tax on all mechanically-propelled vehicles amounted, in 1931, to £12 16s., whilst the average tax per vehicle, including petrol tax, amounted to no less than £26 3s.

The growing tendency to licence private cars from a quarter to quarter is illustrated by the fact that the percentage of quarterly licences issued represented 40 per cent. of those issued in Great Britain during 1931, as against 17.5 in 1923. The number of motor vehicles in use in the United Kingdom as at September census, 1931, was 1,588,076, of which 1,103,715 represented private cars, 367,462 trucks, 89,182 hackneys.

Growing Output
The Tables dealing with the production of Motor Vehicles in the United Kingdom show how the industry has grown within even the last eight years. In 1928 the total production of vehicles was 95,000 (of which 71,396 were private cars, and 23,604 were commercial vehicles). By the end of 1931 the total had risen to 198,000, and at the end of September, 1931, it had reached 226,307 (cars 168,997, and commercial vehicles 57,310). Despite continued industrial depression it is not anticipated that sales of home-produced vehicles in the United Kingdom will show a greater decrease in 1932 than 4 per cent.

Drop in Retail Prices
An interesting table is that showing an Index of Retail Vehicle

Prices compared with the Cost of Living. The result is to show that there has been a continuous drop in the retail price of vehicles since 1922, which, bearing in mind the fact that the trend in vehicle design and construction is to include as standard many of the accessories and refinements which, a few years ago, were either not available, or were only obtainable as "extras," illustrates that manufacturers have been imbued with the policy of giving the highest degree of efficiency at the minimum initial outlay.

Imports and Exports.
That the Home Market is now virtually assured to the British Manufacturer is clearly proved by the tables showing the Gross Imports into the United Kingdom during 1931, and as compared with preceding years. In 1925 these imports of private cars and chassis had increased to 42,748 at the time that the McKenna Duties were imposed, and since 1927, when the total was 26,366 cars and chassis, there has been a steady decline in the volume of imports until for 1931 the total amounted to only 3,130. On the commercial vehicles side the gross imports, with chassis, which in 1925 amounted to 6,537, reaching 16,356 in 1929, dropped to 1,679 in 1931.

The Export position has naturally been affected by the general economic position, but, in all the circumstances, it is a matter of some gratification to record that the industry has virtually maintained its position, the physical volume of all motor vehicles exported having decreased from 1930 to 1931 by only 5,442, or 18.29 per cent.

"The Motor Industry of Great Britain" (of which a copy is enclosed herewith), deals with a variety of aspects connected with the industry—Vehicles, Accessories, Motor Spirit, Tyres, Marine Units, etc.—and forms an interesting and illustrative guide to the importance of the industry and its ramifications.

It is obtainable on application to the Statistical Department of the Society of Motor Manufacturers and Traders, Ltd., 83, Pall Mall, London, S.W.1, price 2/6 net per copy.

MOTOR CYCLING.

A Competitors Impressions of a Kowloon Reliability Trial.

At last! In five more minutes the Kowloon Motor Cycle Reliability Trial will start. The last two weeks have been spent in earnest preparation of the trusty bike digging out the carbon, fitting new plugs, lining up wheels, and taking the hobbles off the horses in general. The old bike must well come the trial as much as it does that Turkish bath it has been so sadly in need of for many moons past.

Hello! the first man is off, I lie number 11, so have ten more minutes to wait. There are very few spectators; midnight calls only to the enthusiasts. Have I got everything, two spare plugs, full set of tools, pump and spare tube outfit, watch corrected to chronometer, speedometer at zero and tank full of petrol and fresh oil; must give the old bus a chance, 12 hours continual running with only one halt and wait that secret section too? I expect it is a gradient of about one in three trust the Committee for that.

What's this? Police! what have I done? Oh! brake test, a slight relief for my past misdeeds still remaining undetected. Brakes O.K. Number 10 is off and I am on the starting line. The starter Mr. Way gives a grunt and are you O.K. he is more amiable after breakfast. Thirty seconds to go and the engine ticking over, then GO! and I am off, but not with a roar, this is not a race unfortunately, but merely a twenty-four M.P.H. My bus gives a grunt a M.P.H. means one mile every 2 1/2 minutes, eight miles should read twenty minutes, darn my elaborate chart! only reads in tens of miles, good job that I thought of getting an illuminated wristwatch though.

Go! what's this, tenth milestone and my speedometer reads 10 1/2 M.P.H. Obviously road were not measured for a motor cycle; ah but of course oversize tyres, while making for comfort are bound to push the reading up

a bit, pity I did not think of that before.

Whew! it's blowing a bit cold now, good job I am warmly clad and gloved and can feel only that deliciously refreshing tingle on my cheeks, good idea to open up the old lungs here, and give them a draught of oxygen. What's this an electric torch? case her up a bit, although the open check is some distance on, ah! a SECRET check, I did not think the blighters would start so early, as soon as I get out of sight I will check up my time. Good! well within the time allowance, no marks lost yet, hope my team members are as lucky.

Now the descent to Tai Po the engine won't jib at that, no fear of oiling that plug either, the new rings will see to that.

First open check Tai Po, here we are. Might as well check my watch with the Marshal's. What? 20 secs. fast already, those blessed Marshals with their \$2.00 watches; spoke as though he could not be wrong either, and I have had my watch tested for nearly a week, won't take any notice of him. Fanling cross roads, another open check, what time is it Marshal? Eh! 40 secs. fast, well I'll be I! speedometer is nearly a mile out too, and once through that Shung Shui Road with no milestones I shall be well out of my reckoning. Must be the vibration of the bike, that is making the watch fast, funny now I think of these things, now, Castle Peak in view, that wonderful road with its wonderful banked corners, a Motor Cyclist's heaven. Shall stop here for a smoke, and then I can open her up a bit and give the old bus her head, miles away from a check here anyway.

Gosh! Where are those matches, every pocket full of spanners, and plugs etc, for I have packed my "anxious tool bag" full with sandwiches. Ah! here we are. I'll stand for my smoke and give my quatter a rest. Hello here they come, back along the dead straight stretch, I can see half a dozen headlights steadily approaching, I switch on my lights just in case they should barge into my machine. Ah! the first man has seen me, but why is he stopping? Oh! trouble, no fear, thanks very much, all O.K. With a right Ho, he is off again, a good scout that. To be sure a motor bike does make a smartman out of a chap. The second, the third, same question and off, this is getting a nuisance, so as the others approach I wave them on wearing what is at least meant to be a happy grin.

I'm ten minutes behind now, must push off, 30-40 M.P.H. the engine is very sweet at 30-40 M.P.H. that will soon be a good position.

SERVICE ABROAD.

Thornycroft Vehicles Gain Repeat Orders.

USED WORLD-WIDE.

There has of late been a welcome revival of orders received from overseas for various types of Thornycroft motor vehicles, mainly for the Company's six-wheelers, which have earned such an excellent reputation for service overseas in remote districts where roads are bad or non-existent.

Following satisfactory experience by the Iraq Petroleum Co., Ltd., with one of these 6-ton types, a repeat order was placed for 12 similar vehicles, with special trailers for transporting 40ft. pipes weighing approximately one ton each over desert country, in connexion with the laying of the new pipe line from the Iraq oil fields to the Mediterranean coast.

The Sudan Government have sent a ninth repeat order for Thornycroft 3 1/2-ton six-wheelers to supplement their already large fleet of these employed for transport in their cotton fields of the Lower Sudan.

Similarly, the Lounco Marques Government Railways called for a further six 6-ton six-wheelers, and a welcome flow of new orders have arrived from the Company's branches in India, South America, New Zealand and the Far East, which are a happy indication of the improving sales in overseas markets which has been so long delayed.

21 YEARS' SERVICE.

With a view to ascertaining the longevity of motor trucks, a well-known British firm some months ago broadcasted that a prize of 100 guineas would be awarded to the oldest of its products still in service in any part of the Empire. The prize has now been awarded: the winning vehicle being a 3-ton truck, put to work on English roads over 23 years ago. The machine had been in the continual service of an English carrying firm since December, 1908, and up to last March, had been driven 397,873 miles.

The truck is still in serviceable condition, and covers up to 75 miles daily.

when swinging round the corners in this darkness.

Through Tsin Wan, Lai Chi Kok and up the Tai Po Road again. Thank Heavens that the organisers provided hot coffee at Castle Peak this trip.

Tai Po-Fanling-Au Tau, just past. No 2 he must have a spot of bother. Castle Peak! Here we are, now for the hot coffee. "Morning" chaps, morning, there are three other Trial riders here drinking steaming coffee, and chatting. The atmosphere is one of pleasant manliness, hard to find under other circumstances. I remove my sandwiches from my toolbox, and replenish my inner man. Great Scott! my ten minutes up already, hastily I gulp down my coffee, and off again.

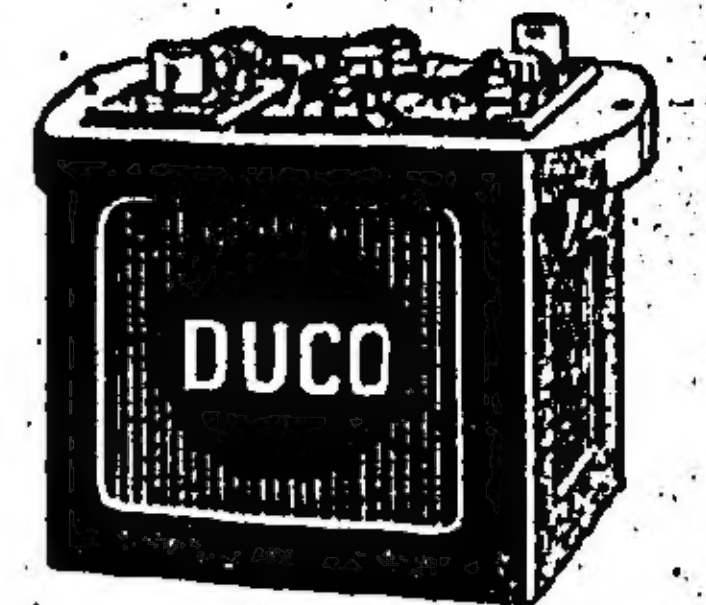
One more round then back for breakfast and during that time I notice that there is only one retirement from in front of me, and riders are keeping their positions pretty regular. Here we are, Castle Peak for the breakfast stop. I feel sadly in need of my one hours rest, and I have never felt so ravenous before, here there is plenty to eat, for the sake of the last men in. Breakfast over and there is a hasty dive to the Marshal for particulars of that secret section. Oh! so that's where it is, I've never been up there before, wonder what it is like, never mind best to wait and see.

Time is nearly up now, and there is the re-start. Feet up and Acceleration test. Ready, Go, will she do it, one hefty kick on the kick starter, POP, BANG, she's off! "Guess I was four seconds to the good there," a few yards on and atop on the hill for the re-start test. "Are you ready?" says Mr. Rogers our starter with a smile (evidently he has had his breakfast).

I get the starting signal, and drop in the clutch, with the engine screaming. A bit tough on the gear box but to get up that incline in five seconds, these measures must be adopted. Up we go, had feet up within two yards and think I made good time.

"One more round and that in broad day-light, the numbers seem to be a bit scattered now, here we are again Kowloon Point. Another Trial over, with the exception of the renowned steak and Kidney Dinner at Lane Crawford, complete with the distribution of prizes, and the convivial gathering of kindred spirits all swamping the relations. How they did it or how they did not, but we are all indulgent that night, the arguments all close with better luck next time, and so to bed."

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TRUST A THORNYCROFT WITH YOUR TRANSPORT

DIESEL ENGINE LORRY.

Remarkable Trip from Capetown to Balantyre

Recently we were invited to make a close inspection of the Diesel-engined lorry, which has reached Nyasaland, says the *Nyasaland Times*, and were greatly interested in and much impressed with this four-tonner, built by T. S. Motors, Ltd. of Maidstone (England) and fitted with a "Gardner" Diesel engine. The lorry has just completed an altogether successful journey from Capetown to Nyasaland, carrying an average load of nearly four tons. To convey an idea of the engine capabilities of this type of lorry, the principle on which the Diesel engine works, the remarkably low cost of operation, and the undoubted possibilities of this new method of road propulsion of revolutionising transport in tropical Africa, we cannot do better than print an account of the journey as related to us by the driver.

The lorry covered a distance of over 2,000 miles in 15 days of about 8 hours each, at an average speed of nearly 17 miles per hour. A most remarkable performance considering the state of the roads. The "Gardner" Diesel engine gave complete satisfaction during the whole of the journey at all altitudes, including the high altitude of Johannesburg, and at all temperatures, including the hot temperature of the Great Karroo.

It is interesting to note that the engine was not fitted with a fan, which is unnecessary in England. Even without a fan, only once, in the Karroo, where there was a following wind and the temperature was stifling, did the engine get rather hot, necessitating a stop of an hour to allow it to cool down. This was only a minor matter, but as the driver was told that it was usually extremely hot in the region of the Limpopo, he had a fan fitted at Pretoria. It was never found necessary and the fan belt was finally removed as the engine remained quite cool. The driver, would, however, advise all users of Diesel-engined lorries in tropical countries, to

have a fan assembly fitted so that it can be used if necessary i.e. on an extremely hot day when there is a following wind.

The roads or tracks over the Karroo are extremely bad for the most part and long stretches of loose deep sand were encountered, but the Diesel lorry never faltered and no difficulty whatever was experienced.

Forward Steering:

The lorry was fitted with what is called "forward" steering, which means that the driver sits at the side of the engine, this arrangement naturally allowing a much larger platform space for the loading of cargo. When the lorry was being assembled at Capetown it was thought that it might be uncomfortably hot for the driver to sit alongside the engine, especially when traversing hot country; as a matter of fact no discomfort whatever was experienced. To give some idea of the heat and power of the sun in the Karroo it may be mentioned that the driver, who was wearing shorts, got his right knee which was exposed to the sun, badly burnt, a most painful experience, while his left leg which was next to the engine did not once feel uncomfortable. The "Forward" steering position for the driver is therefore quite suitable even in the hottest climates as far as discomfort from the heat of the engine is concerned. The cab should naturally protect the driver as much as possible from the direct rays of the sun.

Crossing the Karroo was indeed an experience, owing to the deep loose sand and sweltering heat. Constant and undivided attention was essential as the track was extremely rough and often hardly defined. It was also very narrow, keeping the driver constantly on the alert to negotiate heaps of loose sand, and deep ruts without dropping below a reasonable speed.

The constant strain on the driver will be more readily appreciated when it is considered that he had never before driven a motor lorry and had had no previous experience whatsoever of a Diesel Engine. Naturally when ploughing through deep loose sand with a big heavy lorry, miles and miles from the "onsie" of even a small native village, further still from any skilled assistance, with an engine of which he had no previous knowledge or experience; the driver was often anxious but the elasticity of the engine responded to every call.

In the Orange Free State roads are excellent, and long stretches could be covered at full speed. These roads are kept in order by numerous grading machines.

The roads in the Transvaal are also quite good but in Rhodesia the going was generally very rough, necessitating considerable reduction in speed.

Ten miles before reaching the Beit Bridge, which spans the Limpopo River, the road is simply a track cut through the forest and the same term applies after crossing the Limpopo for a distance of about 60 miles. There are deep ruts, boulders, bumps, stumps etc., with low overhanging branches of trees to add to the general discomfort. The traffic of London is child's play to it and it would be most interesting to hear the remarks of a London bus driver (recognised to be the best driver in the world) if he was asked to negotiate the roads round the Beit Bridge.

In Rhodesia heavy thunderstorms were encountered, and the lorry was overtaken one evening by a violent storm; the track was like a foaming torrent. Light night flashes in all directions and the peals of thunder were deafening. The track was extremely narrow and covered with rushing water, but nothing could stop the Diesel lorry. The mere semblance of a track seemed sufficient for her.

The fuel consumed by this lorry for the whole journey amounted to only 120 gallons of "Shell" gas oil costing at Capetown 7d per gallon, or a total fuel cost of £3. 10s. for carrying nearly four tons a distance of over 2,000 miles. This is a great triumph for British manufacturers and Messrs. Norris Henty & Gardner Ltd. of Patricroft, Manchester, the makers of the "Gardner" Diesel engine, are to be wholeheartedly congratulated on the complete success of their engine under African conditions and its extraordinary economy in fuel consumption.

Low Fuel Cost:

It is interesting to work out the fuel cost per ton mile and taking the load 3½ tons and the distance round 2000 miles, the figures are as follows:—2,000 miles by 3½ tons equals 17,000 ton-miles; 7,000 ton-miles for £3. 10s. equals 12 of one penny; that is one-eighth of a penny per ton mile.

A fuel cost of only one-eighth of a penny per ton mile is absolutely certain to revolutionise transport over the whole of South Africa. It can only be described as astounding and represents about one fifth or one sixth of the fuel cost of a petrol-engined lorry carrying the same load over the same distance.

Owners of petrol engine lorries will begin to look askance, when they think of a 4-ton lorry doing 17 miles to the gallon, and when they further realise that the cost of a gallon of crude oil is only about one-third of the cost of a gallon of petrol, they will rightly consider that they are behind the times.

Why, it will be asked does a Diesel engine give more miles per gallon than a petrol engine? The explanation is simple. It is this. When the piston of a petrol engine descends it draws in petrol gas from the carburettor. In the case of the Diesel engine the descent of the piston draws in pure air.

In the petrol engine when the piston rises, the petrol gas is compressed in the cylinder to about 50 lb. per sq. inch, and when the piston reaches the highest point of its stroke this gas is exploded by means of an electric spark. In the case of the Diesel oil engine the rising of the piston compresses the pure air in the cylinder to about 520 lb. per sq. inch. There is no electric spark or any fire of any kind, but the quick compression of the air by the rising of the piston causes the temperature of the air to rise to about 1000 degrees. When the piston is at the highest point of its stroke a very fine minute spray of oil fuel is injected by a small pump into the hot compressed air, and as the self-ignition temperature of this oil fuel averages about 250 degrees only, it will be appreciated that the oil fuel, which is mingling with the oxygen of the hot compressed air at a temperature of 1000 deg. must ignite, thus producing the power stroke. The compression in Diesel engine is over five times that in a petrol engine.

The thermal efficiency of the latter is about 28 per cent, but in the Diesel engine the higher compression employed enables the thermal efficiency to be considerably higher.

THE ENGINES OF LORD WAKEFIELD'S MISS ENGLAND III.

Five Gallons a Minute Petrol Consumption.

Lord Wakefield's Miss England III, in which Mr. Kaye Don recently achieved a speed of 118.81 m.p.h. at Loch Lomond is, in relation to her weight and size, the most powerful craft ever built.

After the trials at Lake Garda, she was equipped with two new Rolls-Royce engines, exactly similar to the engines fitted to the Schneider Trophy seaplane in which Flight-Lieutenant Staines last year established a world's speed record of 407.6 m.p.h.

Four Thousand Horse Power

This engine is a modified and improved version of the R-type aero engine first evolved for the Schneider Trophy Contest in 1923. It has 12 cylinders, with a bore and stroke of 6 in. by 6 in., and was developed from the 825 h.p. Buzzard engine.

The engines are, of course, supercharged, each supercharger rotor in Miss England III, rotating at 25,000 r.p.m. At a crankshaft speed of 3,200 r.p.m., the power output of each

of the two engines in Miss England III is 2,200 h.p. giving a total of 4,400 h.p. The weight of each engine is only 1,630 lbs., so that the power weight ratio is roughly only 12 ounces per brake horse power, compared with nine to 10 lbs. in an ordinary car.

Over 300 Gallons an Hour.

Fuel consumption at full throttle is at the rate of over 300 gallons an hour—or five gallons a minute. Miss England III carries 50 gallons, sufficient for about 40 minutes running.

Gear-Box in the Bows.

The drive from each engine is taken forward to separate gear-boxes in the bows, and thence downwards and sternwards to twin propellers rotating at 7,500 r.p.m. The engines are started up by compressed air.

The gear-boxes and the transmission, as well as the engines, water-cooled, and the temperature is recorded on dials on the dashboard.

MUNICH TO SAN REMO.

Six Days' International Alpine Trial.

BRITISH CARS WIN.

The six day's International Alpine trial from Munich to San Remo ended in an overwhelming victory for British cars over the finest cars on the Continent.

The Coupe des Alpes, for cars of engine capacity of 2,000 c.c., was won by the team of Talbot, composed of the Hon. Brian Lewis, T. E. Rose-Richards, and N. Garrad.

In the individual class for cars of the same capacity for the Glacier Cup, Invictas filled the first three places, Donald Henley, the winner last year, being placed third behind C. M. Needham and A. C. Lacey. Armstrong Siddeleys filled the next three places.

In another group of cars of from 1,100 c.c. to 1,500 c.c., Frazer Nashes were placed first and second, and a Wolseley third. Riley cars won the Coupe des Alpes for the 500 c.c. to 1,100 c.c. class, the team being composed of Victor Leverett, C. Riley, and G. Dennison.

In the individual section for cars the same capacity, Rileys filled the first three places.

Major Montague Johnstone won the Glacier Cup, Jack Hobbs being second, and G. M. D. Maltby third.

If there is a lesson to be learned from the trials it concerns the cooling systems and the petrol feed with which some competitors had trouble, but to judge from the comment in the foreign Press, and from foreign competitors, it would seem that the prestige of the standard British touring car has never stood higher on the Continent than at the finish of the Alpine trial.—*Daily Express*.

siderably higher viz. about 26 per cent. The direct result of this is that the rate of fuel consumption is lower. In short the fact that high compression is used gives more miles per gallon of fuel.

The Gardner compression ignition engine, commonly called the Diesel engine, operates in much the same way as a 4 stroke petrol engine, the various strokes being in the following order: (1) the suction stroke when the piston descends and draws pure air into the cylinder. (2) the compression-stroke when this air is compressed until it is sufficiently hot to ignite the fuel; (3) the power stroke when the piston is forced down by the expansion of the cylinder contents; (4) the exhaust stroke when the piston rises and drives out the burnt gases.

An astonishing thing is that the Gardner Diesel engine can be easily started by hand, without any heat or fire of any kind.

The high compression in the cylinders would make it quite impossible to turn the engine round, but each cylinder is fitted with a lever, which, when set in a certain position prevents the air inlet valve from closing, and this throws each cylinder out of compression as the air in each cylinder is simply forced back the way it came. This enables the engine to be revolved quickly by means of the ordinary starting handle and when some speed has been gained, one of the levers is pushed into the working position, which throws this cylinder into compression. The impetus carries the piston over the compression, and this cylinder fires immediately. The other levers are then simply pushed into working position in turn.

BABY CAR'S FEAT.

8,000-Mile Journey in South Africa.

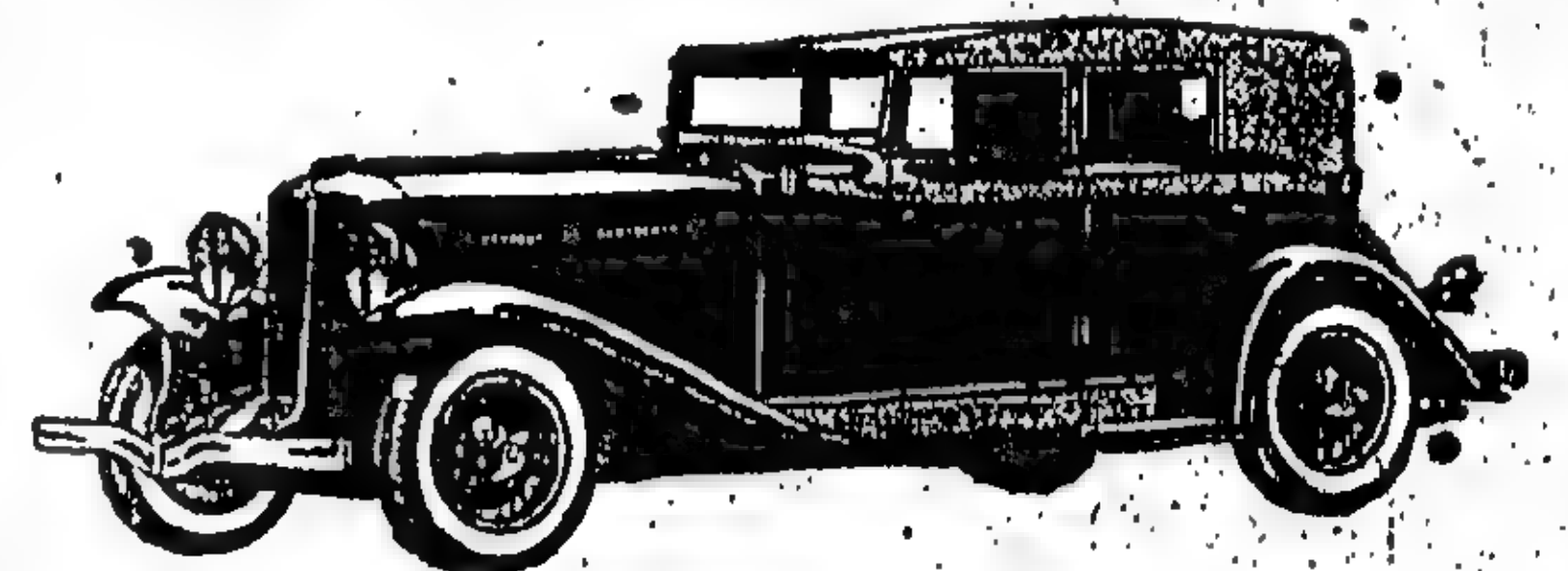
EXACTING ROUTE.

What is claimed to be the most notable performance ever achieved by a "baby" car in South Africa is a recent 8,000-mile journey from Johannesburg to Juba, on the Nile (more than half way to Cairo), and back, in a standard Morris Minor two-seater (the lowest priced car in the Union), driven by Mr. W. Robbins and Mr. J. Whitehead of Johannesburg. The car had previously run 500 miles.

The route lay over very difficult country, rendered still more formidable by torrential rains, yet no serious trouble whatsoever was experienced. At Juba, the Governor of Mongalla Province ordered the car to be turned back, the Sudd area being 5 ft. under water for 400 miles.

NEW AUBURN STRAIGHT EIGHTS DUAL RATIO

Dual Ratio, exclusive with Auburn and special equipment in all Custom Models gives you the equivalent of two cars in one; in the hills a most efficient hill climber; on the straight-away a smoother, quieter performance at high speeds with less wear and tear on the motor and running parts. On the boulevard or in the country with your car moving 20 to 60 M.P.H., turn the Dual Ratio lever on the instrument panel from Low Ratio to High Ratio and while your car continues at the same speed the motor speed drops down one-third of its former speed. Less vibration, quieter, and more economical.



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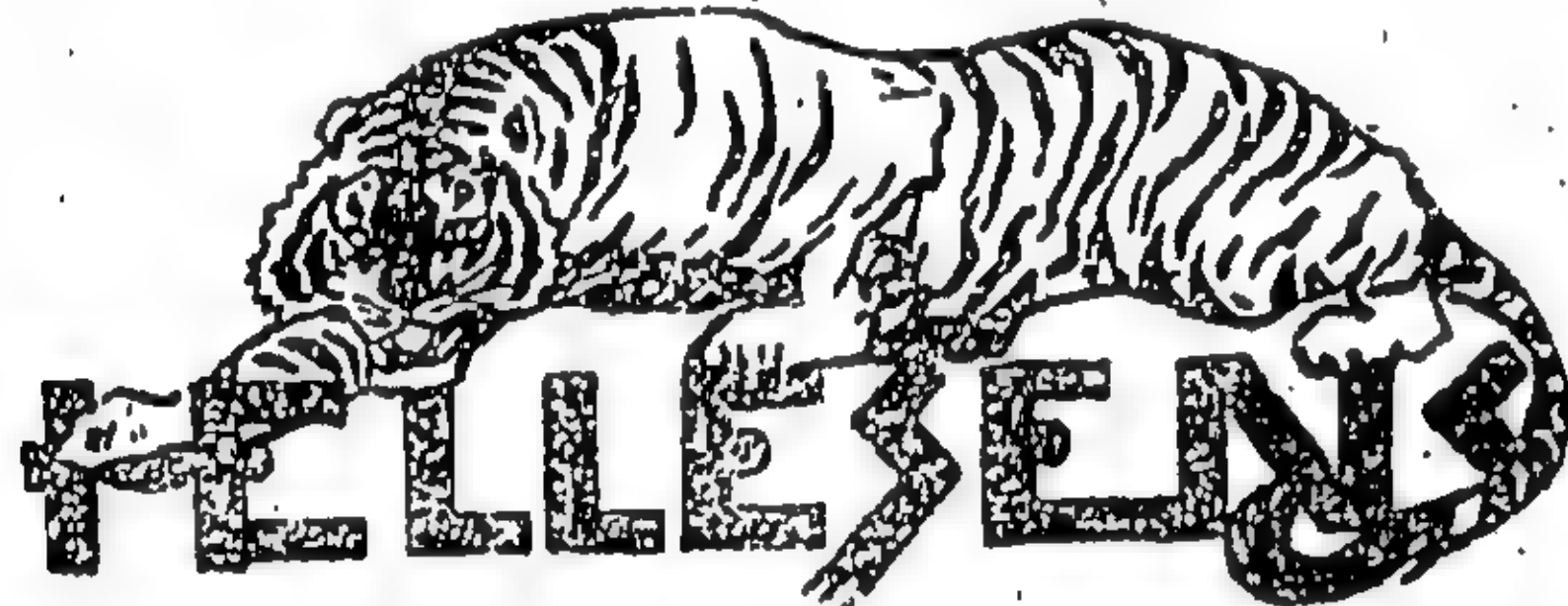
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Interesting points in connexion with this trip, which took two months to accomplish, were the traversing of a 15-mile belt of tsetse fly and the firing of buckshot at the swarms in an effort to obtain relief from their attentions, occasional ploughing through grass 12 ft.-25 ft. high, crawling in first gear throughout a 78-mile deviation to be turned back, the Sudd area being 5 ft. under water for the running-boards in black cotton soil and the walking of fourteen miles for drinking water, constant negotiation of deep elephant spoor, and an approximately 40 m.p.g. petrol consumption throughout.

Such a feat on the part of a British small car has aroused tremendous interest in the Union, where incidentally, Morris occupied first place in British, and second place in total, April car registrations.



DRY CELLS

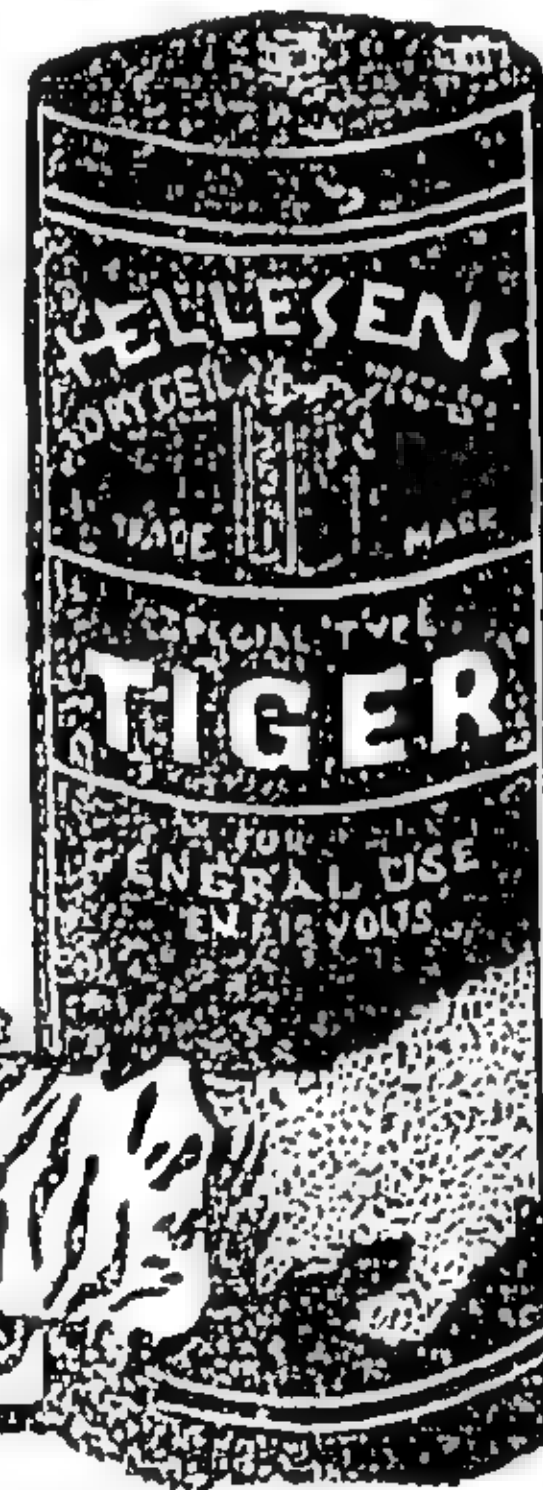
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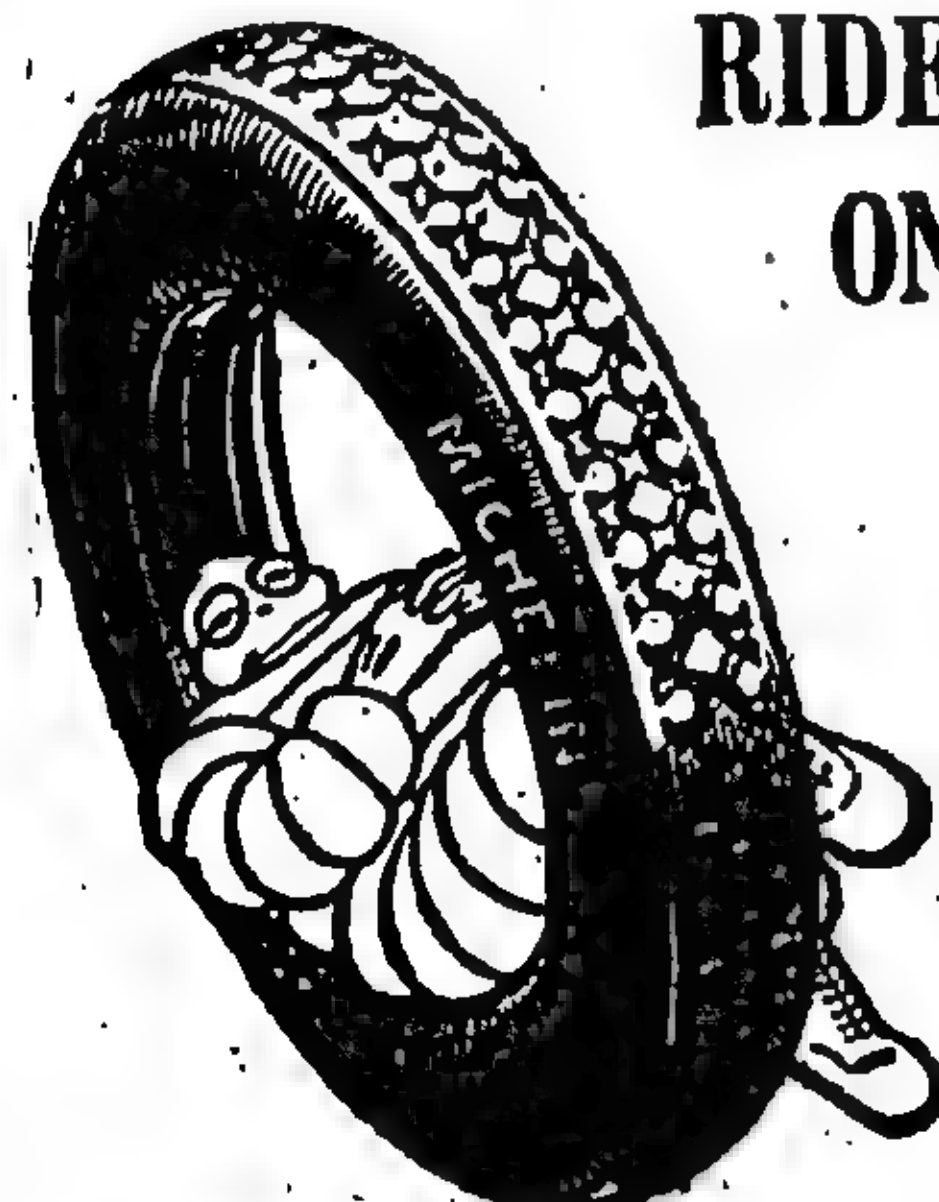
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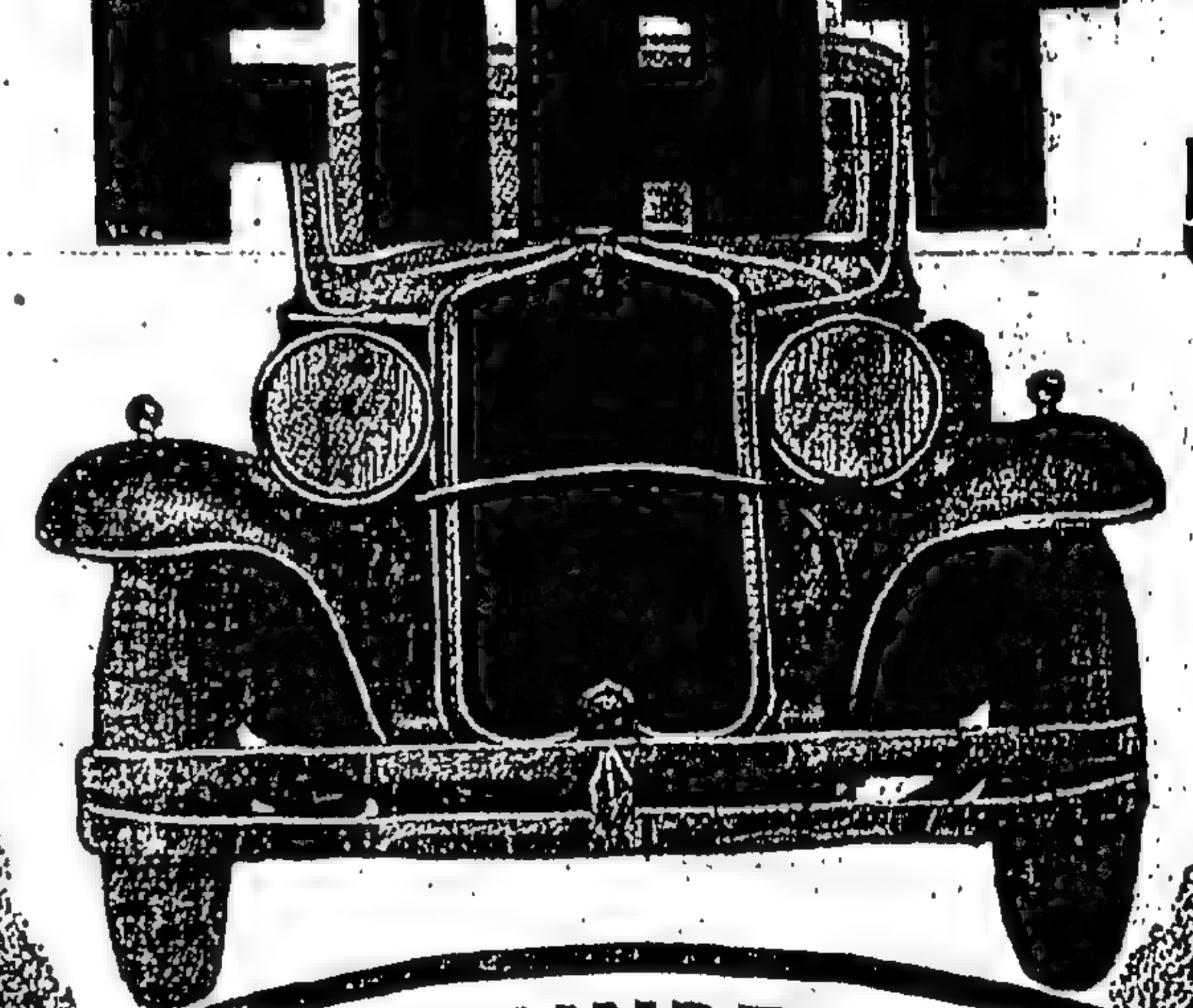
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Y. C. Song, Penang

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MISS BRENDA PAUL'S SECRET

FILM OFFER IN
PARIS

Paris, Aug. 20.
Miss Brenda Dean Paul, the 24-year-old London girl who was found in a Paris hospital after her disappearance from London, is returning home in company with her fiancé, Mr. Derek W. Burr.

He called for her at the Hertford British Hospital and they left together.

Their engagement was announced last week.

Miss Paul was under bond to live in a doctor's home in London for three years. She expressed a wish to explain how she came to Paris, in her private room at the Hertford British Hospital.

"I want to make it clear," she said, "why I left London.

"I cannot marry Derek, and, even though I expect he is coming over to meet me, I do not intend to marry him, no matter how much I appreciate his affection.

"There is far too much opposition to our marriage. On Saturday I came to the conclusion that every door was closed to me.

"A woman friend of mine in Paris had told me that she had a definite offer for me to appear on the films, so I determined to swoop over here and sign the contract and then I would have gone back to London and shown the document to Mr. Mead (the Marlborough-street magistrate who ordered her to enter into the bond to stay in London).

Gave Wrong Name

"I had taken a week-end return ticket from London to Boulogne. I had no passport, and when I bought the ticket at Victoria Station and they asked me what name and address they should fill in on the ticket I said: 'Joan Holford, born June 10, 1910, of Whit Lodge, Llandrindod Wells, Wales'.

"When I got to Boulogne I just had enough money left to take the train to Paris, where I hoped to meet my friend and sign the film contract.

"I had only 3 francs (about 7d.) left when I landed in Paris. I went to an hotel in the Rue de l'Université.

"I felt awfully tired and stayed in bed on Saturday night, and on Sunday vainly tried to get in touch with people I knew here. They were all away.

"I asked the hotel people to telephone to London for me, but, as I had no passport, no luggage, and no money, they would not do so.

"Awfully Kind"

"I had heard through my Paris friend of a nursing home in the Champs Elysee district, and I went there and asked them to take me in, but they would not do so, and told me to go to the Hertford Hospital.

"That is how I came here. I asked for admission, giving the false name of Joan Holford, which is written on my week-end ticket. They were awfully kind and admitted me at once, and found out who I was by asking me with whom they could communicate in England. I cannot speak too highly of the kindness I have received at the hospital."

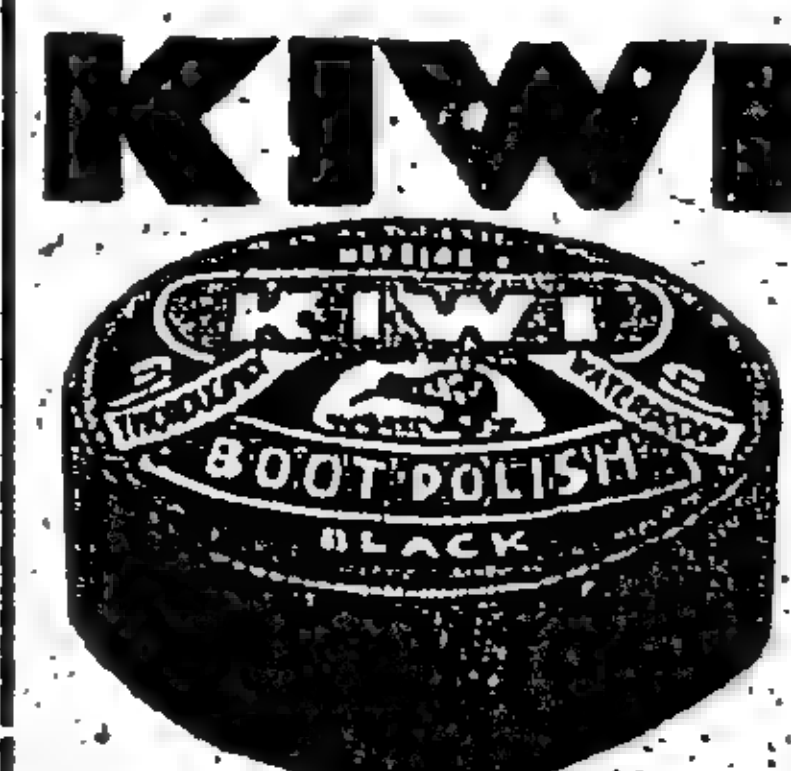
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day you wore them



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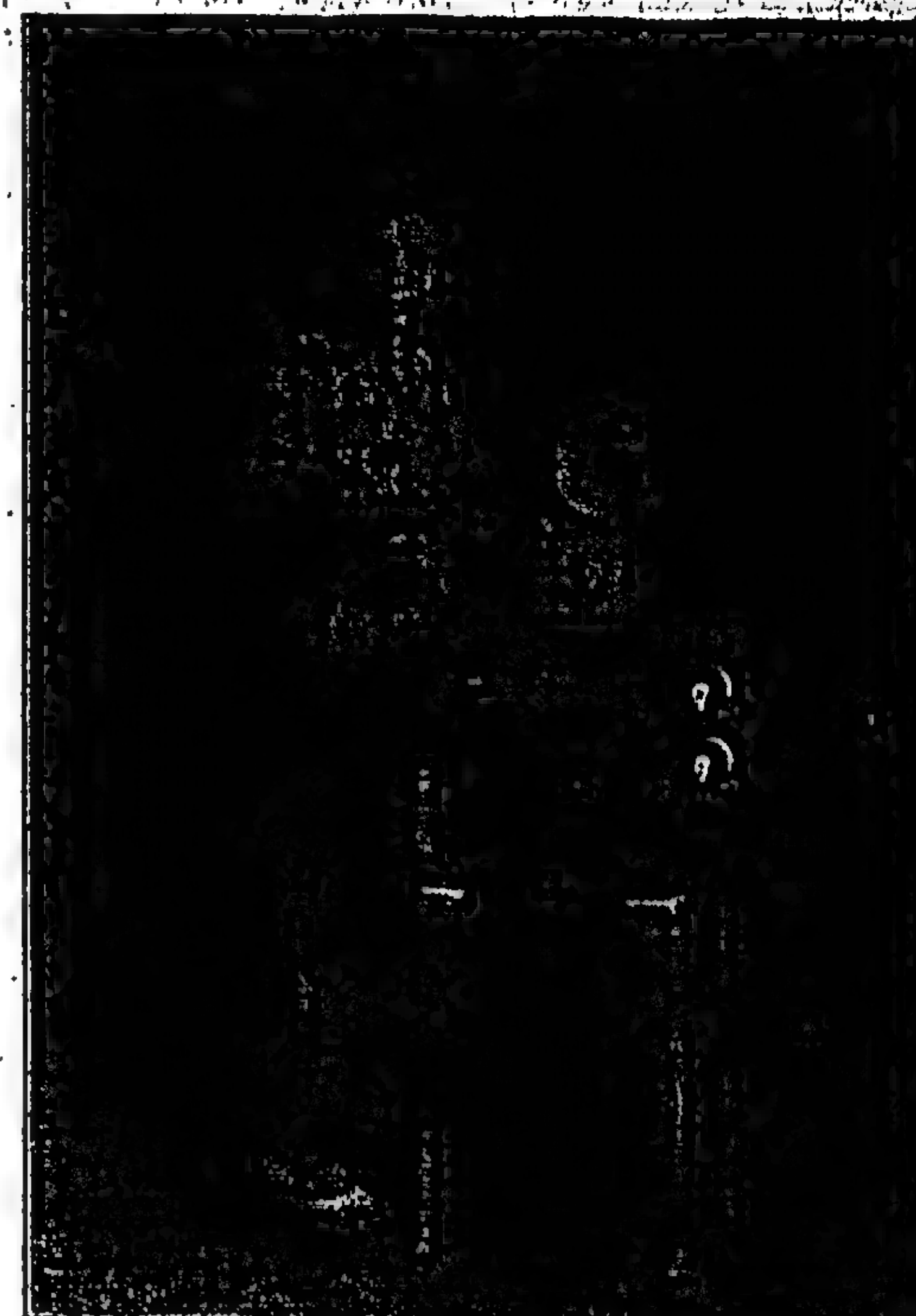
For years the kitchen was the "Black-hole" of the Hongkong home . . . just a place in which the cook worked. Now comes the realization that this most important of rooms can be made just as clean, as tidy and satisfying to your ideas of propriety as any other room in the house—And so . . . the kitchen of to-day need no longer be the sooty eye-sore of a room it used to be, but a bright, sootless healthy place . . . a room which it will be a pleasure to show to your friends. Many people have found the secret of this metamorphosis and, and every day, more women are discovering the happy wisdom of cooking by electricity, the beauty and cleanliness of Moffats Electric Ranges and the surprising economy it is possible to effect by their use.

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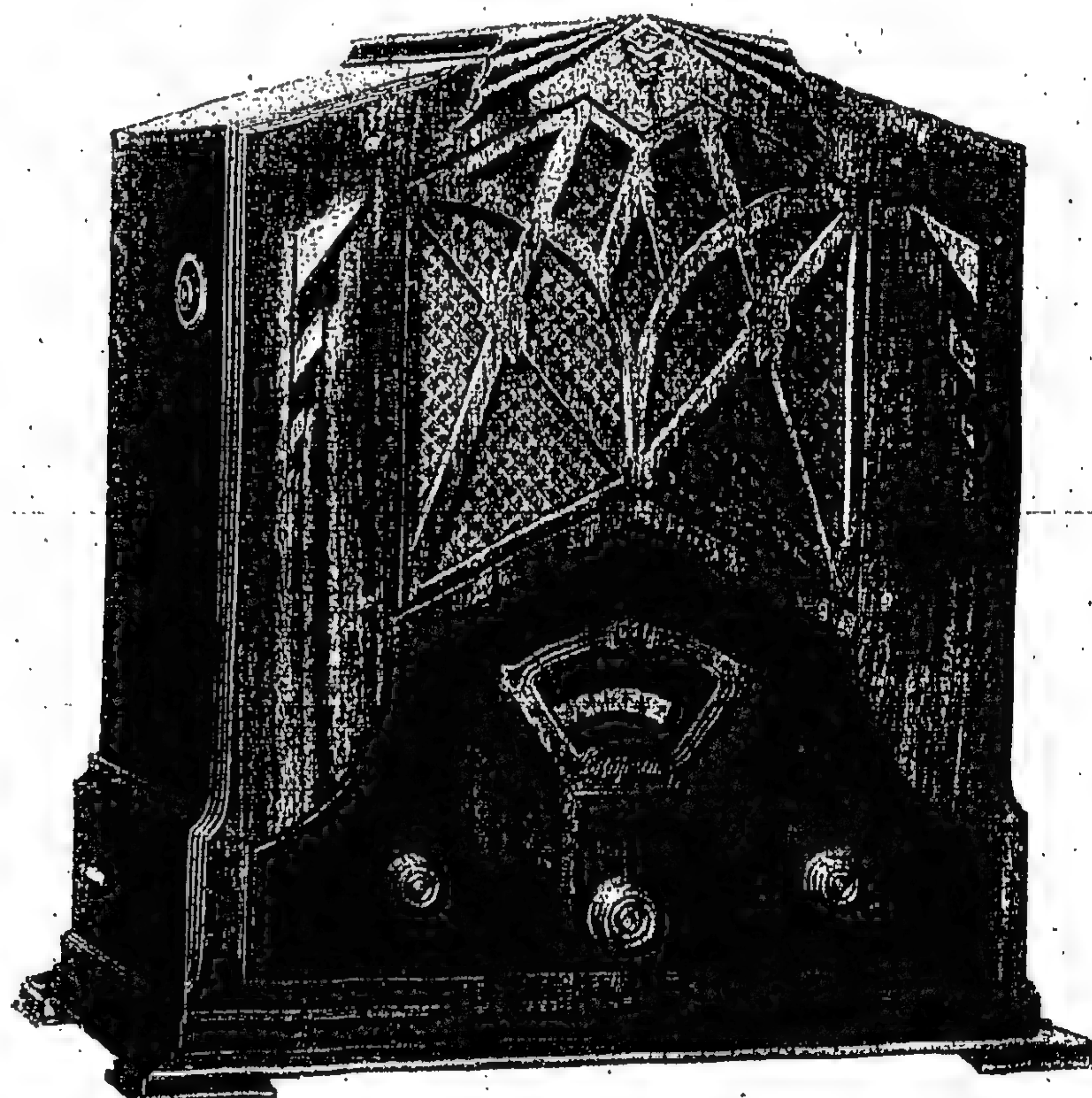


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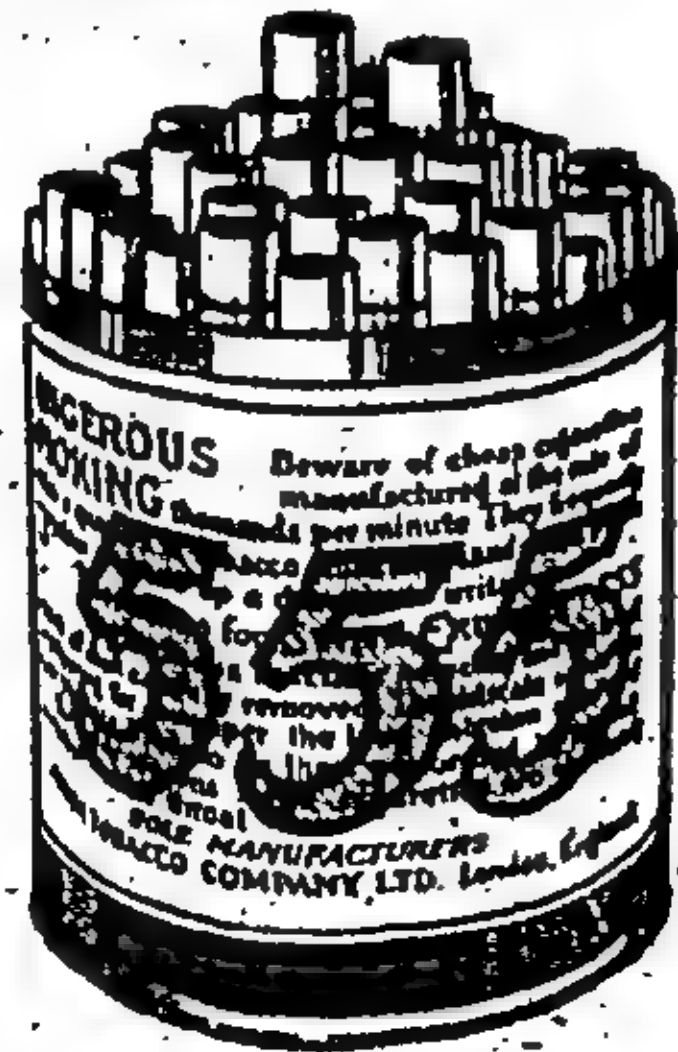
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K.C.C. ACTIVITY UNDER REVIEW.

FAVOURABLE REPORT PRESENTED AT ANNUAL MEETING OF MEMBERS.

SEVERAL OFFICERS RESIGN.

At the annual meeting of Kowloon Cricket Club yesterday, the President, Mr. R. E. Lindell reported a membership of 309 including 72 new members; a successful sporting season; and on the working account a balance of income over expenditure of \$1,821.41, about \$200.00 less than last year.

Reviewing the activities of the Club during the past season, the Chairman said the annual report and accounts which had been in the hands of members for some time he would take as read. They contained little food for comment. The Club had continued its many activities, and although they did not achieve any outstanding success in any other direction, the Club's bowlers greatly distinguished themselves by winning for the first time in the history of the Club, the first division of the League. (Applause). In cricket they had had a lean, if active, year. The 1st XI had a strong batting side but had not enough bowlers to get the other side out. Of the 25 matches played by the 1st XI, 12 were drawn. At the same time he would like to congratulate Mr. G. C. Burnett on his success with the ball. It was most gratifying.

With regard to the second division, they very nearly won the league, but unfortunately not quite. In that connexion he would like to draw their attention to the record of Mr. F. S. W. Smith. He had the highest batting average, his aggregate including two centuries. He had also the best bowling average which included 60 wickets and 10 catches. This was a most remarkable record for one season. (Applause).

New Club House.

"The great event of the year, he continued, "was, of course, the erection of this building (the Clubhouse) the completion of which does not come within the year under review. I would like to take this opportunity of congratulating you on having such a fine Clubhouse and to repeat again my tribute to the indefatigable efforts of the building sub-committee. Coming to the accounts there is again but little that calls for comment. Both our income and expenditure approximate very closely that of the previous year. Subscriptions and entrance fees are both up, to a certain extent owing to the increase in both as agreed last year. There was no interest on investments because they have been swallowed up in the new building. On the expenditure side there are one or two things I would like to say a few words on. In connexion with the depreciation

allowed on the year, the figure is higher by \$1,200 than last year. This is undoubtedly good policy. In connexion with the various buildings we owned at the end of the club year, the depreciation had to be very heavy. The members' pavilion is quoted on the balance sheet as down by \$1,800 leaving it standing on the books on the asset side at \$1,200 only. The canteen hut was written down as \$300 and has been re-erected beside the new pavilion. The amount of depreciation was actually about the same if not a little less than last year. We transferred \$1,000 of our profits to make a reserve of final depreciation of the pavilion.

We had hoped to obtain a fairly substantial sum on the sale of the old pavilion, and I think I might let you all know that our hopes were not realized in that direction. We were, however, able to get \$340 for it."

Election of Officers.

Officers re-elected for the ensuing year were President, Mr. R. E. Lindell and vice-President, Mr. E. Abraham.

Mr. J. C. Lyal resigned the captaincy of the Club, and Messrs. F. Goodwin and E. C. Fincher were nominated for the vacancy. On being put to the vote, the former was elected by 44 votes to 21. Mr. Fincher was elected vice-captain.

The Chairman, referring to the resignation of the secretary, Mr. J. P. Robinson, said he was sorry Mr. Robinson found himself unable to carry on with the duties of secretary. He had put in untiring work for many years in many capacities for the Club but had to go into hospital before the end of the year to undergo an operation.

There were three nominations for the office and the result of a ballot was as follows: Mr. A. Hyde Lay, 30; D. S. Green, 18; F. Hargreaves, 8. Mr. Overy was elected bowls representative, and Messrs. R. S. Logan, W. W. Hirst, J. Hyde, E. C. Fincher, F. E. Nash, A. W. Brown and V. C. Labrum were elected to constitute the general committee. A balloting committee was elected comprising Messrs. E. C. Abraham, J. C. Lyal,



Francis Quimet, captain of the American Walker Cup team was sinking an easy one when the cameraman snapped this view of the match he played with T. A. Torrence, the English team captain. The American team won, eight matches to one, keeping the U. S. Golf Association's winning streak in this event unbroken, and winning possession of the famed trophy for another two years.

J. S. Smith, R. Rathmell, C. J. Blackburn, F. E. Lawrence, G. A. White and L. Jack.

Treasurer's Proposals.

Referring to the Club accounts later in the meeting, the Chairman stated a letter containing some serious suggestions for the consideration of the committee was put before them at the last meeting by Mr. Skinner. The committee felt that as it was at the end of the year when their term of office expired they were not in a position to go into the suggestions fully. One of the suggestions was the employment, in connexion with part of the financial management of the Club, of a firm of professional accountants. The committee thought the matter was one which should be gone into very thoroughly and exhaustively and that they were not able to do that at the time. Mr. Skinner intimated his desire to resign, but they persuaded him to stand again and he agreed on condition that as soon as the matter regarding the appointment of a firm of professional accountants was finally disposed of, one way or the other, he be allowed to resign. This was agreed to, and on the motion of Mr. C. W. Jeffries, seconded by Mr. E. Kern it was decided that the com-

(Continued on Next Column.)

TO-DAY'S HOCKEY

St. Andrew's Team for Mamak Game

The following have been selected to represent St. Andrew's against H.M.S. Phoenix in the Mamak hockey competition at Marina ground at 2.30 to-day: R. H. Wong, E.H.P. White, F. V. Wong, A. B. Hanson, S. MacNider, F. A. Broadbridge, J.T.K. Gilchrist, A.E.P. Guest, E. F. Fincher and R. A. Carroll. Reserves: G. T. Lee and C. E. Wong.

Monday's Game.

The Royal Engineers and the Police meet in the Mamak tournament at Sookunpoo on Monday after 4 p.m. when the following teams will line up:

Police:—Billingham, Blackburn, Dormer, Tate, Downman, Chanman Singh, Pilo, Harris, Rulin Khan, Kartar Singh and Jonner.

Royal Engineers:—Spr. J. Bailey, L/Cpl. Stodman, Spr. R. Harding, Spr. Waldron, Spr. Mullins, Spr. C. Harding, Spr. Leslie, Q.M.S. Hayden, Spr. Himbury, Spr. Holmes, and Spr. Pegg.

RE-ARRANGED MATCH.

The match between the R.A.S.C. and the 12th Bt. R.A., in the Mamak hockey tournament, arranged to take place Wednesday next has been postponed until Friday, October 7. The game will be played at Sookunpoo, starting at 4 p.m.

RIFLE SHOOTING.

CLOSE MATCH BETWEEN THE R.A.F. AND R.A.S.C.

In a rifle match yesterday on the Peak range, between the Royal Air Force team and one from the R.A.S.C., the latter won by a margin of 40 points.

The Scores were:

R.A.S.C.				
Dvr. Abbott	200	300	500	Total
Pte. Funnell	12	13	23	48
Pte. O'Connor	23	28	23	74
L/Cpl. Spain	31	26	24	81
Lt. Mayhew	23	24	18	70
Dvr. Pavell	26	22	10	58
Sgt. Robinson	30	27	14	71
Sgt. Kirk	32	23	29	84
	32	28	30	90
Total	276			

R. A. F.				
Lac. Lister	200	300	500	Total
Cpl. Rowell	30	24	29	83
Cpl. Tuffield	26	27	27	80
Cpl. Burton	19	8	—	27
Ac. Johnson	23	23	25	71
Cpl. Conway	20	22	22	64
Lac. Pelling	30	31	27	88
Lac. Andrews	30	21	12	63
	30	19	9	58
Total	536			

mittee give favourable consideration to the proposals of Mr. Skinner.

In connexion with the development of the new ground, the Chairman said it was imperative that they observe the strictest economy at this time and accumulate a reserve again. In view of that he thought possibly the best solution was to leave the ground alone for the time being, if they were to dig it, turf it and develop it: the cost would be approximately \$1,500 before it was really fit. He thought it would be advisable if they postponed the scheme for the development of the land for at least another year. This was agreed to on the motion of Mr. Jeffries, seconded by Mr. Bunje, and supported by Mr. L. J. Blackburn. It was decided that the usual honorariums be granted to the secretary, treasurer and bar convener.

Mr. A. O. Brown, who captained the Hongkong Bowls team to victory in Shanghai, was welcomed to the meeting by the chairman, and he suitably replied.

SPORT ADVTs.

THE HONG KONG JOCKEY CLUB.

Races Fixtures for 1932.

ANNUAL RACE MEETING.

Saturday,	18th February.
Sunday,	20th February.
Tuesday,	21st February.
Wednesday,	22nd February.
Thursday,	25th February.

EXTRA RACE MEETINGS.

1st—Saturday,	4th March.
2nd—Saturday,	18th March.
3rd—Saturday,	1st April.
4th—Saturday,	15th April.
5th—Saturday,	29th April.
6th—Saturday,	13th May.
7th—Saturday,	27th May.
8th—Whit	
Monday,	5th June.
9th—Saturday,	23rd September.
10th—Saturday,	7th October.
(Double Tent)	
Tuesday,	10th October.
11th—Saturday,	21st October.
12th—Saturday,	4th November.
13th—Saturday,	18th November.
14th—Saturday,	2nd December.
15th—Saturday,	16th December.

THE MACAO JOCKEY CLUB.

PROGRAMMES and ENTRY FORMS for the AUTUMN RACE MEETING to be held in Macao on Sunday, the 16th October, 1932, may be obtained at The Sports Club, Hongkong Jockey Club stables, or at the offices of Messrs. Percy Smith, Seth & Fleming, 6, Des Voeux Road, Central.

ENTRIES close at 4 p.m. on Thursday, 6th October, 1932.

Y. M. C. A.
CANTON SWIMMING BATH CLUB.
SWIMMING GALA & DANCE
At European Y.M.C.A. Bath, KOWLOON.
Saturday, 1st October at 9 p.m.
MEMBERS AND FRIENDS.

LADIES' RECREATION CLUB.

The Annual Tennis Tournament will be held during October and November. Entries close October 15th. Full particulars may be found on the Notice Board at the Club or obtained from the undersigned.

R. MATHIESON,
Hon. Secretary.

QUEEN'S COLLEGE.

The Annual Swimming Sports will be held at the Victoria Recreation Club on Friday, October 7th, commencing at 2.00 p.m.
Mrs. G. Stubbings has kindly consented to present the prizes.
All friends of the school will be welcome.

KING'S THEATRE

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**MAN WITHOUT A
COUNTRY**

**EIGHT HAVE TURNED
HIM OUT**

New York, Aug. 20.

England within 10 days will have Stanislaus Rabackinski on her hands again.

He arrived here as a stowaway in the American Trader to-day and is to be shipped back when the vessel starts her return trip to London.

Rabackinski, according to his story, has been a man without a country since, in 1925, he sought to return to his native Russia, from where, when seven years old, he was taken to Hungary by his mother, who fled there during the revolution.

The Soviet banned him, and because he has no passport he has been imprisoned, ejected by Austria, Germany, Switzerland, Rumania, Holland, Portugal, Spain and England, where, he says, he had just served a term of six weeks.

"It's tough luck," he told the immigration officials ruefully, as they took him off to Ellis Island.

MORE JUDGES PLAN

**AND ADDITIONAL WORK
FOR COUNTY COURTS**

It is understood that a Bill making extensive changes in County Court and High Court procedure will be introduced in Parliament next session.

The work done in County Courts has grown steadily in recent years. One court is likely to deal with 27,000 cases this year, compared with 22,000 last year and 20,000 in 1930. The High Court also is so overladen that drastic action has become necessary.

The appointment of more High Court judges to assist those who now spend more time on assize, as a result of having to deal with local divorce cases, will probably be proposed.

An Order in Council in the London Gazette empowers every county court to hear actions in which sums exceeding £50 and up to £100 are in dispute. The Order comes into effect on November 1.

Hitherto only certain courts have been able to hear claims of more than £50, and such claims in a smaller court had to be sent to a larger one. All London county courts already deal with cases up to £100.

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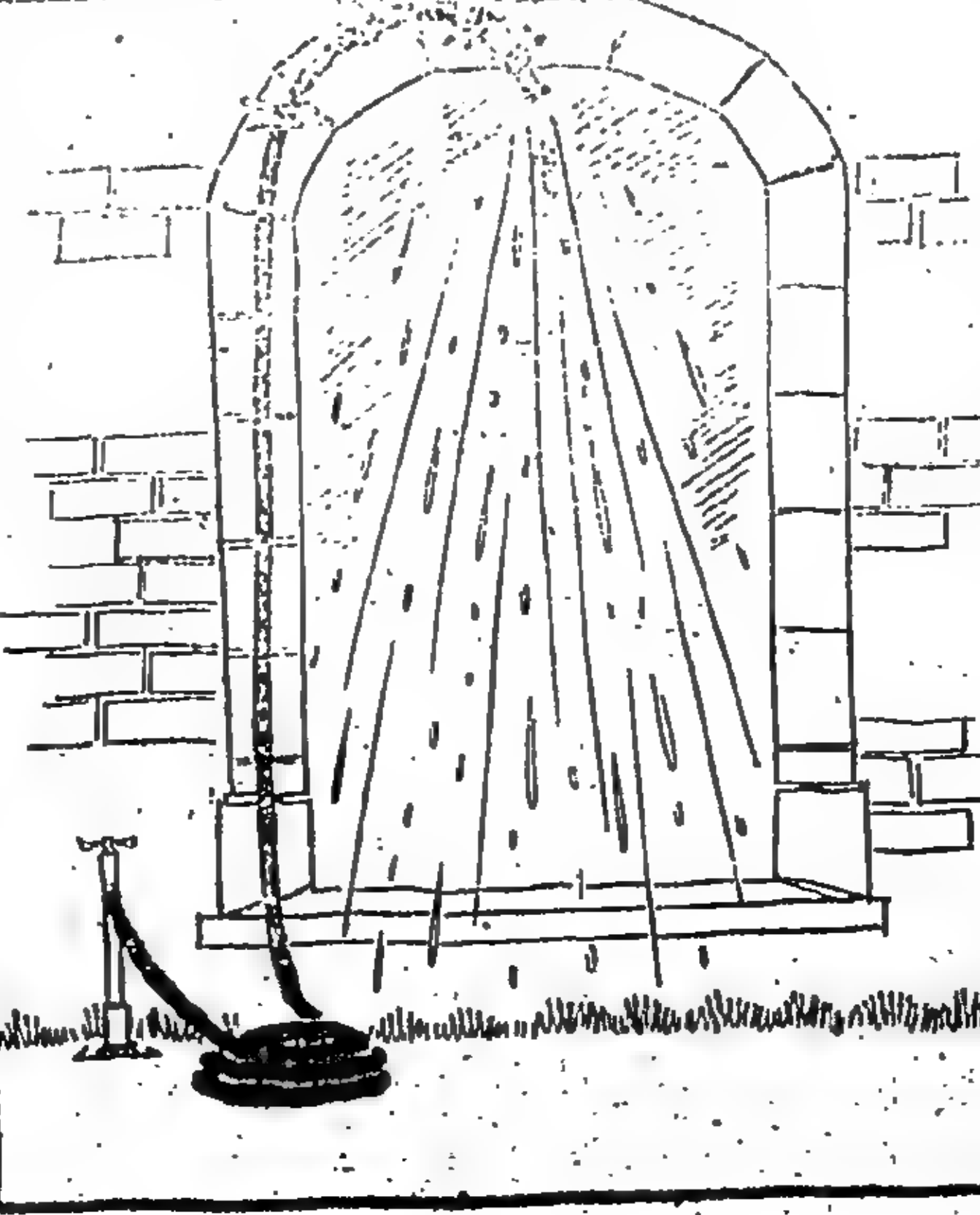
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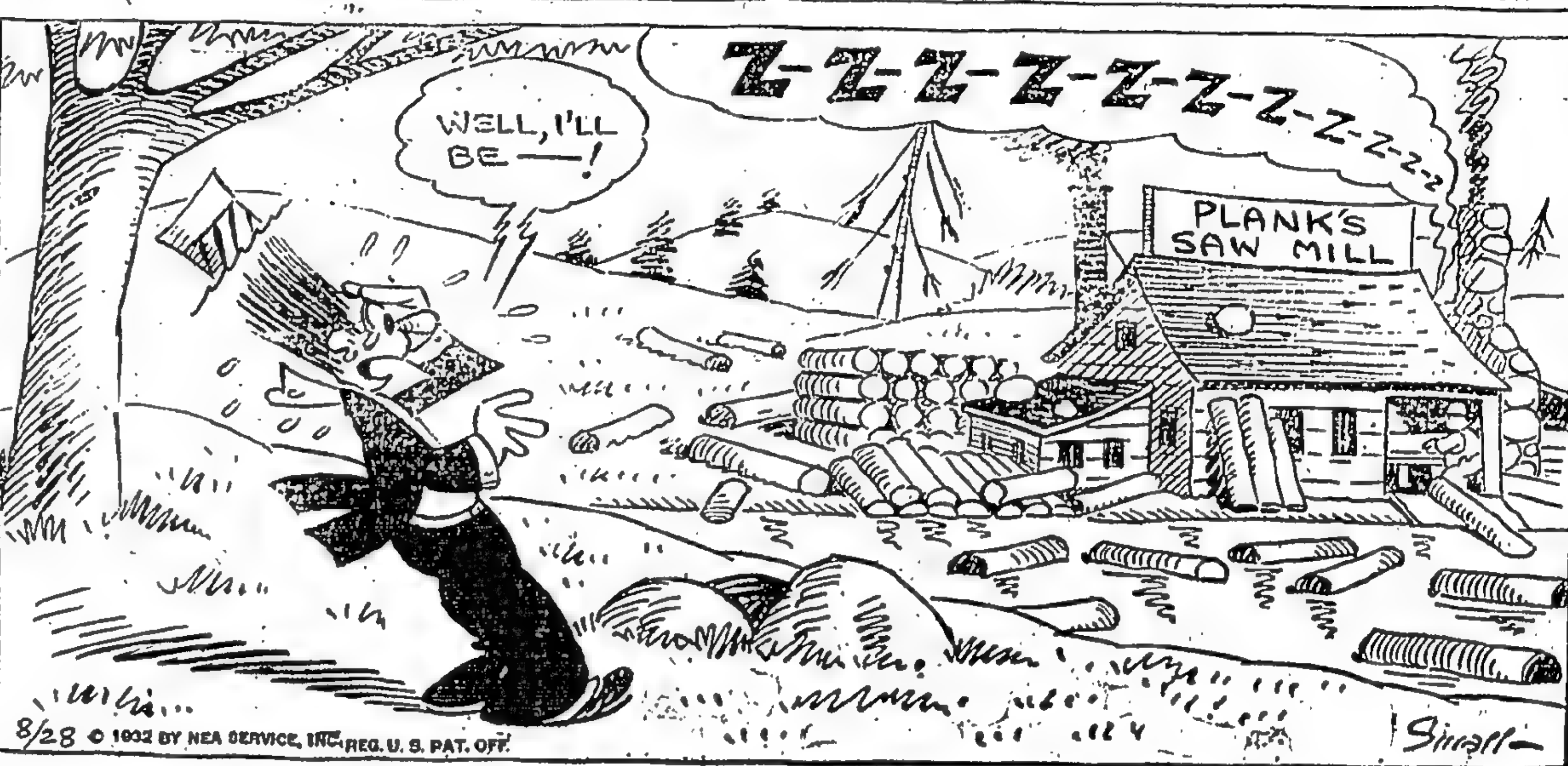
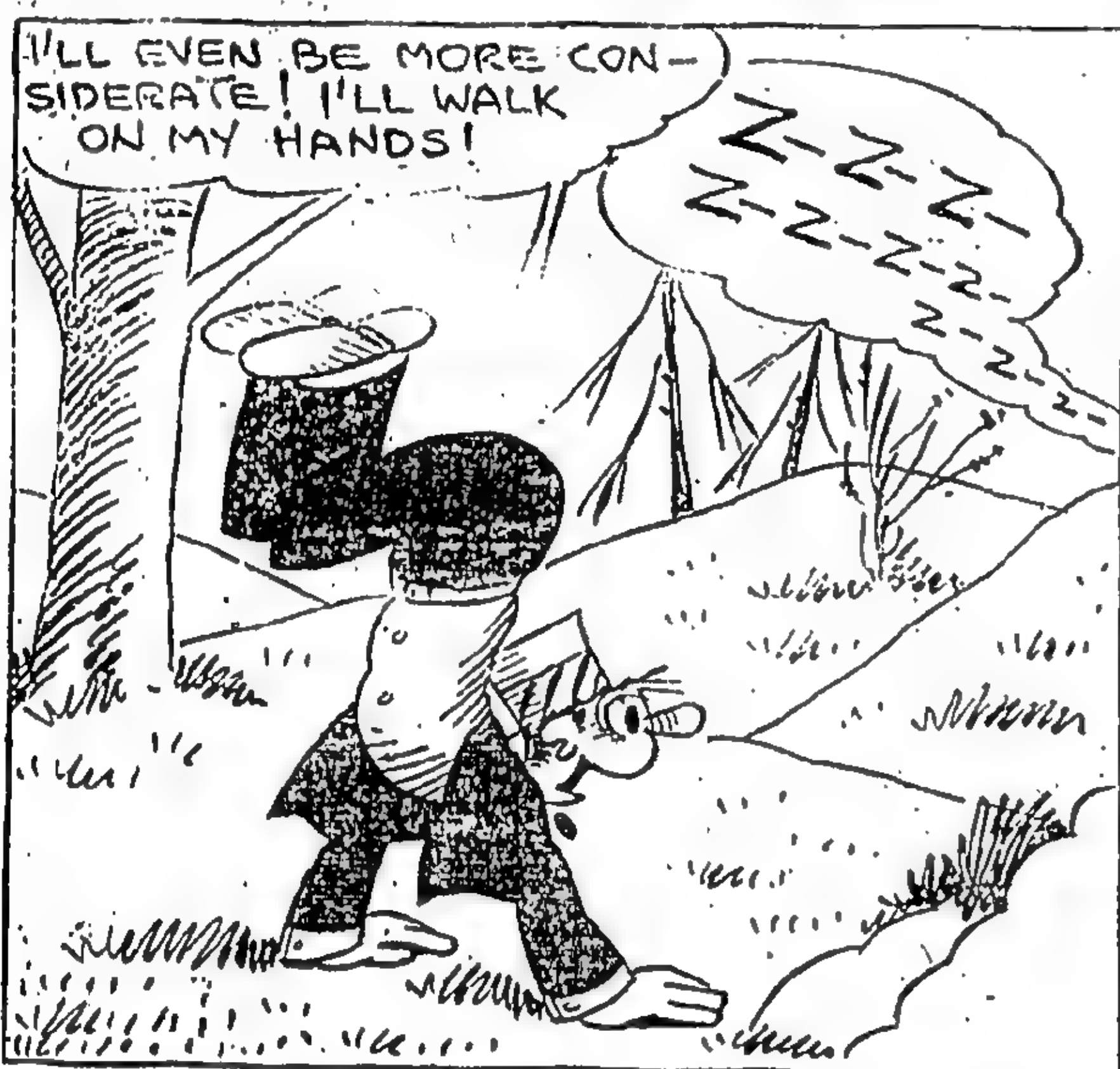
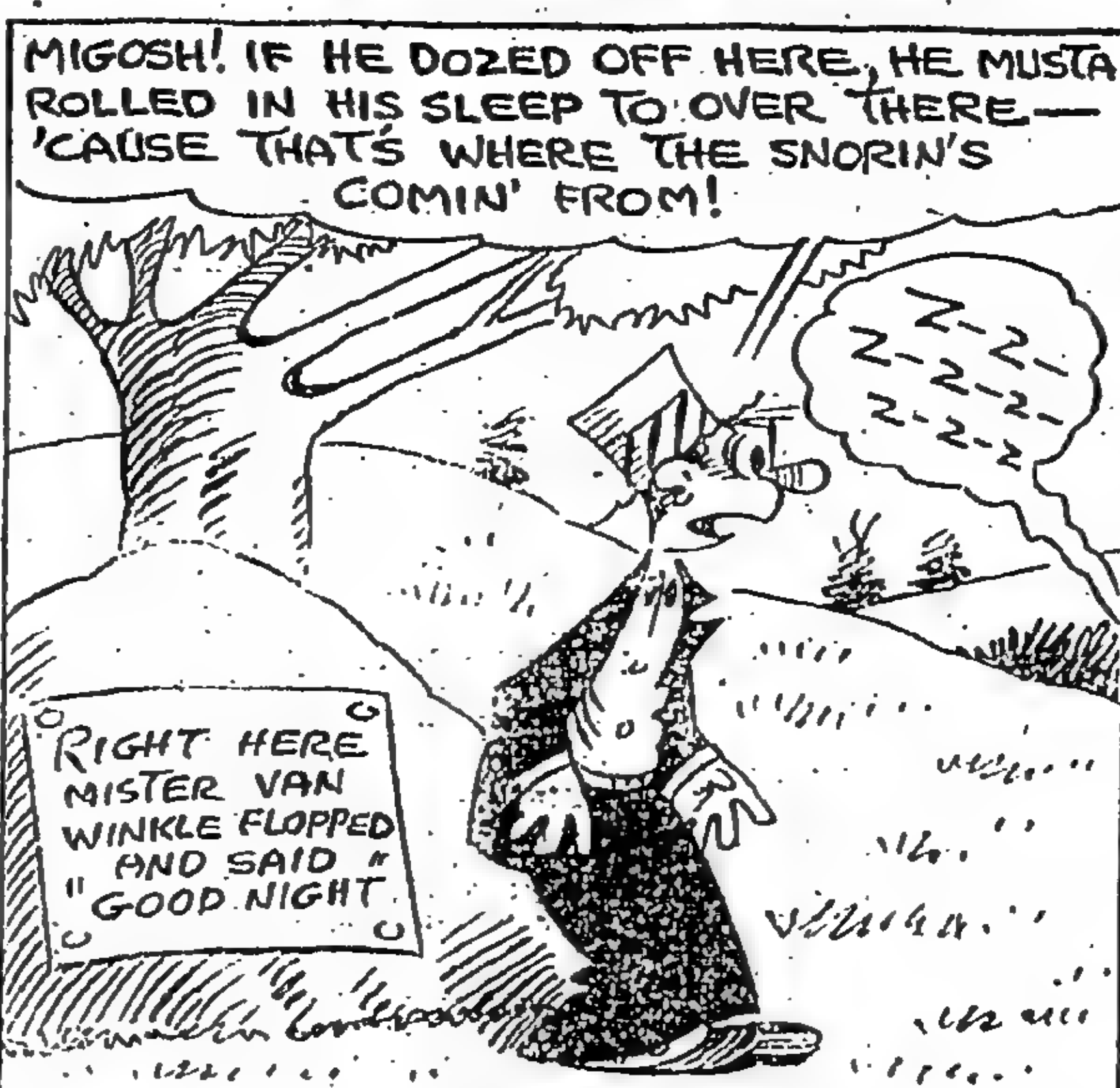
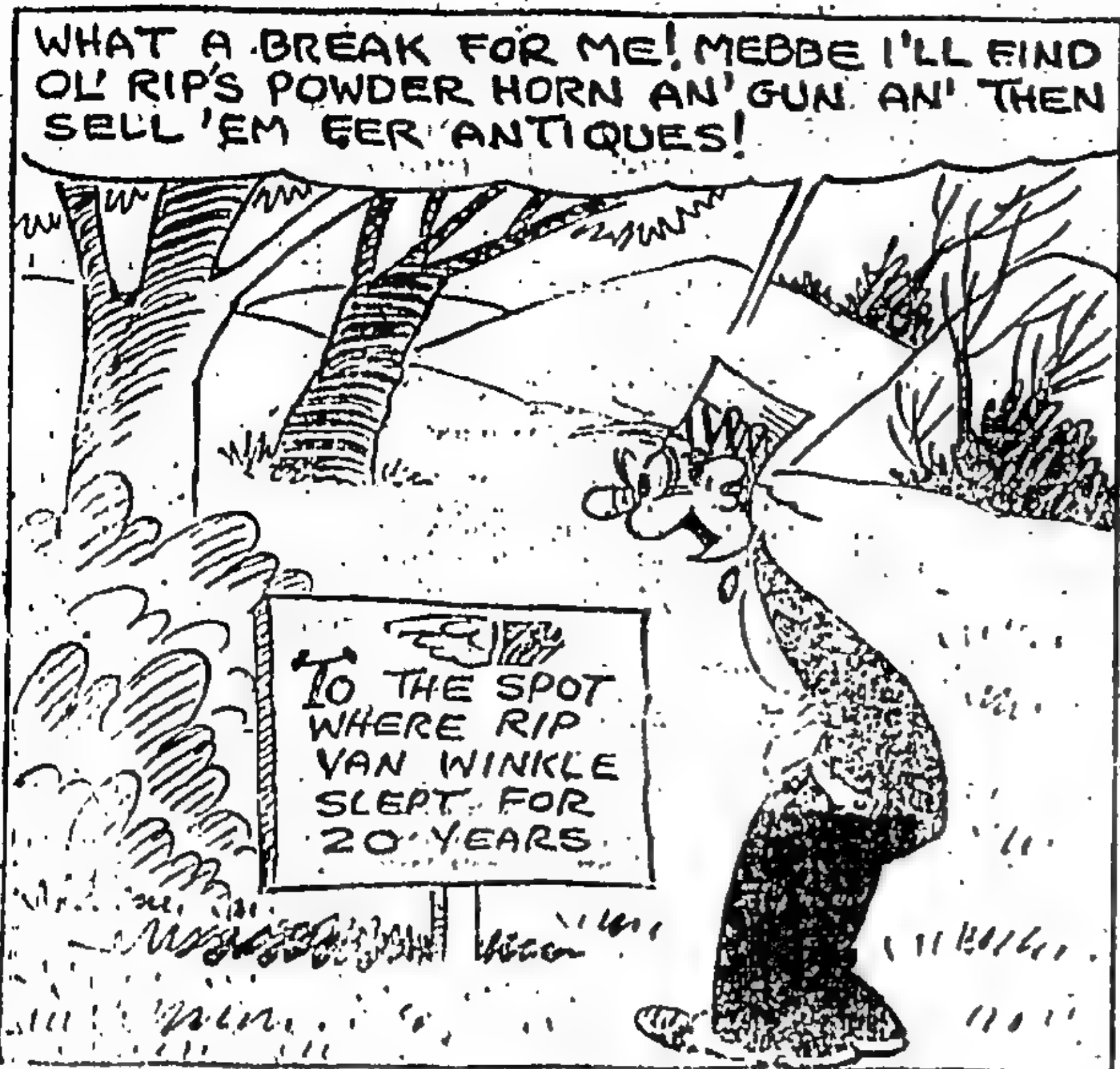
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LADY LOUIS' DESERT TREK

THROUGH WILDEST PERSIA

Lady Louis Mountbatten and her sister-in-law, Lady Milford Haven, are setting out in a few days to explore some of the more remote parts of Persia.

It will be a holiday into which adventure will enter for they will travel across the Persian desert and they will travel "light"—and alone.

Baggage, they have decided, must be cut down to a minimum if they are to get to the places difficult of access which are the main object of the trip.

Roughing it

A friend of Lady Louis said: "All the tickets have been taken, but the itinerary, once they get to Persia, has not yet been definitely settled. They will be away for some time and will use during the

trip, not only the most modern forms of transport—airplanes and fast steamers—but one of the most ancient—camels.

"Whether they will both start from London is uncertain. Lady Milford Haven, who is at present in Town, may join Lady Louis in France and they will probably travel overland to Constantinople, when the really adventurous part of the tour will start.

"They think that half the fun of the thing will be in travelling alone and 'roughing it' without having people to 'look after them all the time. Lady Louis has been on a visit to her husband in Malta and has now gone to Switzerland to see her children."

Lady Louis Mountbatten, before her marriage, was Miss Edwina Ashley, grand-daughter of Sir Ernest Cassel, the millionaire friend of King Edward. King Edward was her godfather, and on the death of Sir Ernest she succeeded to his fortune estimated at £6,000,000. She was known as the richest girl in England.

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1. REVIEW



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 AURUMEDON 27th Oct. For Tripoli, Liverpool, Havre & Glasgow

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 Pres. Hoover Oct. 25 Pres. Taft Oct. 15
 Pres. Jackson Nov. 8 Pres. Jefferson Oct. 29

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 Pres. Polk Sun., Oct. 16 Pres. Harrison Sun., Nov. 13

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 Pres. Wilson Oct. 4 Pres. Polk Oct. 16
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 M.V. "NAGARA" 30th October.
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Sailing about
 M.V. "NANKING" 24th October.
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THE VOLUNTEERS.

(Continued from Page 3.)

6 to 17. 2. Sight Setting, Aiming and Firing S.A.T. Vol. II pages 18 to 24. Headquarters Lt. J. H. Lawrence, Sgt. Sequeira, No. 10 Platoon, Cpl. Soares, No. 10 Platoon, Cpl. Naves, No. 10 Platoon.

Instructors to ascertain whether any men have had no instruction at all on Lewis Gun and give these individual attention. Remainder to have above Lesson 1. quickly as a refresher and concentrate on 2.

Category C.—Musketry. Firing Instructions. Instructors read S.A.T. Vol. I 1931 pages 20-4 and teach page 94 lesson 1 Stages I, II and III. Headquarters. Sgt. Brito, No. 12 Platoon, Lt. Sgt. Balares, No. 9 Platoon, Cpl. F. V. V. Ribeiro, No. 12 Platoon.

Recruits.—1. Refresher and Questions on last week's instructions (Definitions and organization of Company). 2. Military Ranks and Titles 3. Infantry Training Vol. I 1926 p.p. 60-60 paras. 21, 23 to 25. Headquarters. Lt. H. J. Silva, C. S. M. Baptista, 1 and 2 to be given during rests from Drill.

(m). Anzac Company.—1. Parade at Volunteer Headquarters at 5.30 p.m. on Monday, 3rd October for Machine Gun Instruction.

2. A.N.C.O.'s. Class will be held on Friday, 7th October at 5.30 p.m. at

Volunteer Headquarters. On Friday, 14th October the recognised examination for promotions will take place. It will be necessary for the members of the Company who desire to qualify as N.C.O.'s, to take this examination. The present N.C.O.'s must also take the examination and those who qualify will be confirmed in their present rank.

2. Lecture.

A Lecture will be given by Major K. P. Atkinson, M.C., I.A., U.S.O. 2 China Command, in the Club House of the Kowloon Cricket Club at 6 p.m. on Tuesday, 4th October to all Members of the A.A.L.A. Company and any other Volunteers who may wish to attend. The Subject will be "A.A. Tactics with special reference to the Defence Scheme."

3. Acting Corps Sergeant Major.

No. 80 R.Q.M. Sgt. H. Green is appointed Acting Corps Sergeant Major with effect from 12.9.32 vice R.S.M. Edmonds, W.I. on leave.

4. Transfer.

No. 1488 Pte. S. MacNider, No. 2 Platoon, is transferred to No. 7 Platoon.

5. Amendment.

Corps Orders No. 38/32 of 23.9.32 para. 3 "No. 1203 L/Cpl. J. S. Remedios, No. 12 Platoon" should read "No. 1203 L/Cpl. J. D. Remedios, No. 11 Platoon."

6. Leave.

Major C. M. Manners, O.B.E., A.S.C. Cadre, granted leave from 25.9.32 to 20.10.32.

Captain R. R. Davies, Portuguese Company, returned from leave on 30.9.32.
 No. 1035 Tpr. N. M. MacKintosh,

Machine Gun Troop, granted 1 month's leave from 22.9.32 to 21.10.32.

7. Strength.

The following have been taken on the Strength:

1951 Pte. C. Wigg, A.S.C. Cadre, 21.9.32.

1952 Pte. R. Y. Frost, A.S.C. Cadre, 21.9.32.

1953 Pte. J. Heaney, Anzac Company, 21.9.32.

Adjutant, H. K. V. D. Corps.

W. H. G. GOATE, CAPTAIN.

CLARK GABLE

WALLACE BEERY

HELL

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ARISTOCRATS OF THE PACIFIC

"EMPRESSES"

EMPRESS OF RUSSIA

One of the

BIG 4

SAILS

6 A.M. FRIDAY, 7th OCTOBER

for

VICTORIA & VANCOUVER

via

SHANGHAI—NAGASAKI—KOBE & YOKOHAMA.

AN OPPORTUNITY TO TAKE ADVANTAGE OF EXCEPTIONAL REDUCTIONS

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Through Fares to Europe.

Empresses combine luxury with perfect taste
 —Travel at its smartest—

CANADIAN PACIFIC



San Francisco via Shanghai, Japan Port & Honolulu.

Chichibu Maru Wed., 5th Oct.

Tatsuma Maru Wed., 19th Oct.

Asama Maru Wed., 2nd Nov.

London, Marseilles, Antwerp & Rotterdam via

Singapore, Penang, Colombo & Suez.

Suwa Maru Sat., 1st October.

Fushimi Maru Sat., 15th Oct.

Hakozaki Maru Sat., 29th Oct.

Sydney & Melbourne via Manila & Ports.

Kamo Maru Sat., 29th Oct.

Kitano Maru Sat., 26th Nov.

Manila.

Tatsuma Maru Thurs., 13th Oct.

Bombay via Singapore, Penang & Colombo.

Tango Maru Tues., 11th Oct.

*Hakodate Maru Sat., 15th Oct.

*Tokyo Maru Sat., 29th Oct.

South America (West Coast) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Heiyo Maru Tuesday, 18th Oct.

Liverpool via Port Said, Beyruth, Istanbul, Piraeus,

Genoa & Valencia.

*Lima Maru (calls Saigon) Sat., 8th Oct.

Calcutta via Singapore, Penang & Rangoon.

*Penang Maru Sat., 8th Oct.

*Moroka Maru Sat., 18th Oct.

*Calcutta Maru Sat., 29th Oct.

Shanghai, Kobe & Yokohama.

Iyo Maru (Kobe direct) Wed., 5th Oct.

Hakusan Maru Fri., 14th Oct.

Kitano Maru (Nagasaki direct) Fri., 21st Oct.

*Cargo only.

For further information apply to—

NIPPON YUSEN KAISHA.

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FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To YOKOHAMA via Shanghai and Kobe.

Felix Roussel 11th Oct.

C. Metzinger 26th Oct.

Angkor 9th Nov.

Aramis 23rd Nov.

Chenonceaux 7th Dec.

Athos II 21st Dec.

D'Artagnan 4th Jan.

Andre Lebon 18th Jan.

Felix Roussel 1st Feb.

To MARSEILLES via Saigon, Singapore, Penang, Colombo, Djibouti, (Aden), Suez, Port Said.

D'Artagnan 11th Oct.

A. Lebon 25th Oct.

F. Roussel 8th Nov.

C. Metzinger 22nd Nov.

Angkor 29th Nov.

Aramis 6th Dec.



SHOWING TO-DAY

At 2.30, 5.15, 7.15 & 9.30.

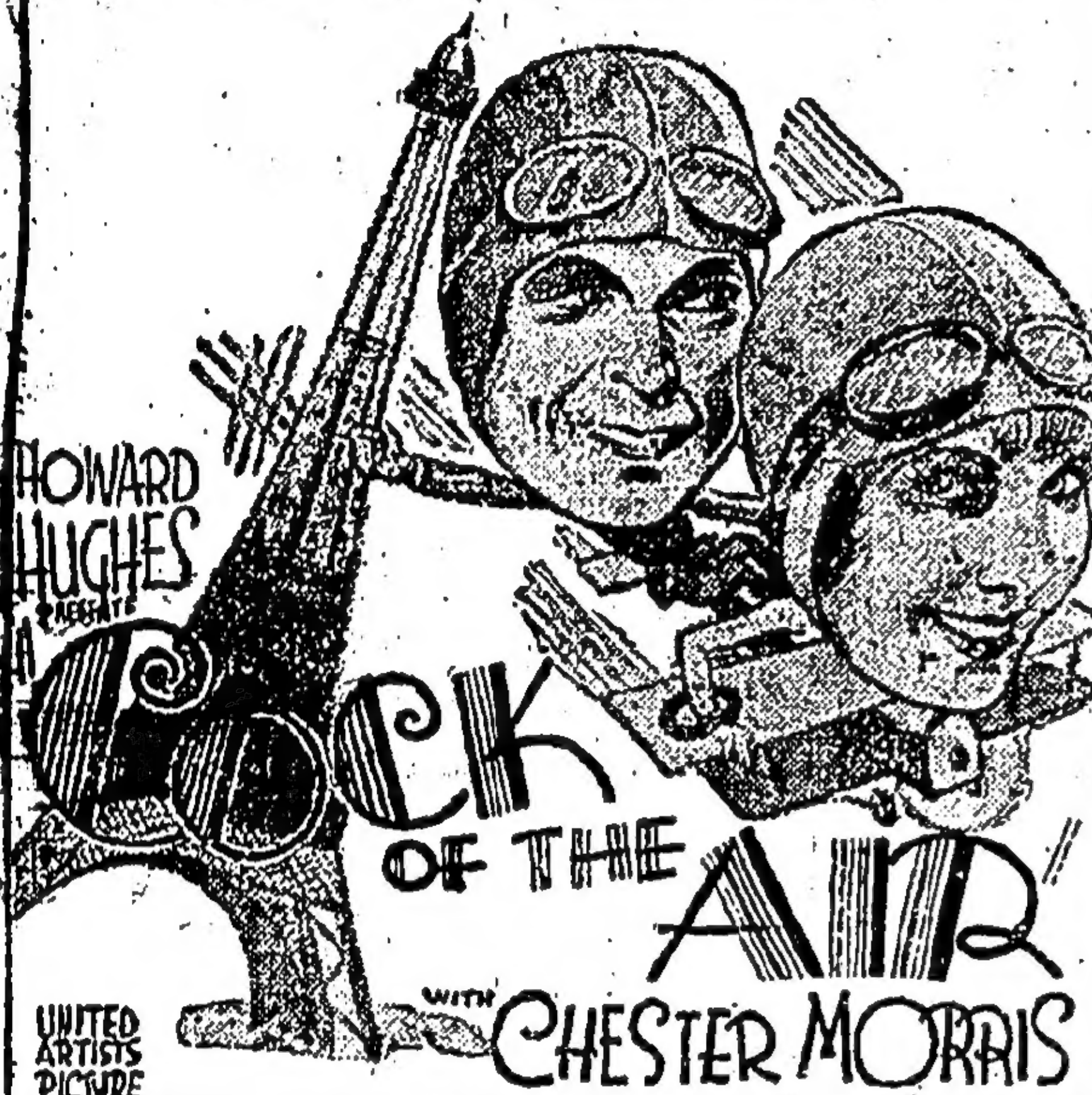
THE NEWEST UNITED ARTISTS SUPER SPECIAL PRODUCTION.

Hero of a hundred rollicking flirtations, this Don Juan of the air went down to crushing defeat under the withering fire of a woman's scorn. They fought it out—this flaming, frosted battle of hearts—in warplane and cafe at the front and behind the line of Gay Paree.

THE CREAM OF COMEDY SPRINKLED OVER A SOARING DRAMA OF SKYHIGH THRILLS.

She Made Aviators Keep Their Feet on the Ground!

A girl who nearly wrecked the Allies and a sky devil up in the clouds in love! She made his head go round like a propeller! There's a parachute full of laughs and howls in this gay comedy of perfume, pyjamas and Paris!



ADDED ATTRACTIONS

"FOLLIES OF THE DAY"

With an All-Star cast of well-known beautiful young dancers and acrobats. Produced by The Lauro Films Co. of Franco. 2 reels of old and new dances entirely in technicolour with the most magnificent and lavish invaluable settings and back-grounds that are quite new and novel to the public.

PRICES AS USUAL.

SHOWING SOON

A Charming Comedy packed with Drama and Laughs.



With SALLY STARR, FRANCES UPTON, NORA LANE.

SPECIAL ANNOUNCEMENT

We are glad to announce that we will commence showing the Best Super and Special Radio, Universal and British Dominion pictures of 1932-33 from the beginning of next month.



LAST 2 TIMES TO-NIGHT 7.30 & 9.30.

RIP-ROARING COMEDY. LUPINO LANE STARRING In a Gaumont British Super Production

"NO LADY"

A Picture packed with thrill and laughter.

SAME BARGAIN PRICES—OVER 2,000 SEATS.

Stalls 30 cts. Circle 50 cts. Box Seats \$1.00. WE PAY TAX.

STARTING TO-MORROW NIGHT.

RKO Pathé Great War Drama

"BEYOND VICTORY"

A great war-time story different and better than anything you have seen.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and B. Wyndham Street, in the City of Victoria Hong-Kong.

DANGEROUS DRUGS

HONGKONG LAWS TO BE CONSOLIDATED

The Gazette contains the draft of an Ordinance to amend and consolidate the law relating to dangerous drugs.

This legislation follows the Conference held at Geneva in 1931 for the purpose of supplementing the provisions of the International Opium Convention. As a result of the Geneva Convention (No. 2) it became necessary in England to pass, on the 24th March this year, the Dangerous Drugs Act, 1932, amending the Dangerous Drugs Act, 1920, the Dangerous Drugs and Poisons (Amendment) Act, 1923, and the Dangerous Drugs Act, 1925, on which the local legislation is mainly founded.

Consequently it becomes necessary to amend the two local Dangerous Drugs Ordinances. This Ordinance therefore consolidates Ordinances No. 22 of 1923 and No. 4 of 1928 with amendments suggested by the Dangerous Drugs Act, 1932, and by the Secretary of State's Circular Despatch of the 22nd July, 1932.

A remarkable reception was afforded the series of Australian films which were screened at the King's Theatre at 11 a.m. to-day. Within five minutes the theatre was filled to capacity, just under 1,200 being present. So heavy has been the sale of tickets for this series of films that Mr. Langdon, Manager of the King's Theatre, has been compelled to arrange, in addition to to-morrow's continuous screening, for an extra show on Monday.

His Excellency the Officer Administering the Government has appointed Mr. W. O. Lambert, A.M.I.N.A., M.I.M.E. as Government Marine Surveyor, vice Mr. William Russell retired, with effect from 3rd October.

While a cow was being unloaded from the s.s. Tung Lee at the China Merchants Co.'s Wharf at West Point, it slipped from the sling and struck a coolie, So Chau, who received a fractured skull from the impact.

The Government is inviting tenders for the new service reservoir at Yuenai. The work consists of the construction of covered concrete service reservoir situated on Danger Flag or Yuenai Hill.

P.W.D. OFFICER'S DEATH

MILITARY FUNERAL ARRANGED

A military funeral has been arranged for the late Mr. Samuel Archibald Roberts, of the P.W.D., whose death took place at the Victoria Hospital last evening from double pneumonia. The deceased joined the staff of the Architectural Office of the P.W.D. in 1920 and was transferred to the Buildings Ordinance Office in 1923.

The late Mr. Roberts was formerly in the Army, which he joined as a volunteer in 1914, being posted to a Field Company of the Royal Engineers. He saw service in Belgium, France and Italy. He was a native of Redruth, Cornwall, where his parents and brothers and sisters still reside, and for whom much sympathy will be felt.

He was a founder member of the Ex-Active Service Men's Association and gave valuable assistance as a member of the Committee for many years.

The funeral procession will pass the Monument at 5 p.m. to-day.

MASTER BEATS APPRENTICE

GETS A MONTH IN GAOL

Literally rendered black and blue, and with his eyes swollen, a 14-year-old Chinese boy, who showed traces of having recently suffered a severe beating, appeared before Mr. Schofield at the Central Police Court this morning to lodge a complaint against an adult Chinese of ill-treatment.

According to the police, the boy, who was an apprentice to a tub-maker, had scorched some rice while cooking it, and was severely beaten with a piece of firewood by the elder man. While out in the street on his way to buy some more rice, he was questioned by an unknown gentleman, and sent by him to the Police Station.

The tub-maker was sent to prison for a month without the option of a fine.

BETH BERI

APPEARS AT KING'S TO-DAY

Having successfully completed her tour of Malaya, Siam and Java, Miss Beth Beri, the celebrated American dancer, will appear at the King's Theatre from to-day in an entirely new repertoire of dances.

Miss Beri, formerly a Ziegfeld Follies star, co-starred with Eddie Cantor in 'Kid Boots', played the leading roles for three consecutive years in the 'Follies', and toured Europe in the leading part of 'Rose Marie'. She has appeared in London at the Coliseum, the Piccadilly and the Kit-Kat Club, and has given a special performance before Crown Prince Umberto, of Italy. Ardent sportswoman that she is, Miss Beth Beri is a flying enthusiast as well.

After having toured Malaya by plane and making several excursions in the air for the sheer pleasure of flying, Miss Beri left Singapore by plane for Batavia. To date, the air-minded dancer has over 200 hours of flying to her credit, and although she has never obtained a pilot's licence, she had her own plane in America. Mr. Monia Litter, the brilliant pianist who will accompany Miss Beri, is a licensed pilot, having fulfilled the regulations for a permit to fly at the Royal Singapore Flying Club.

Unlike Pavlova, who is said to have near indulged in any exercise more strenuous than that of walking from her dressing room to her waiting car, Miss Beri rides, swims, bowls and plays golf and tennis expertly and with enthusiasm. At the International Race Club in Shanghai, the dancer holds the women's record for bowling, and recently, while in Manila, she topped the women's record score there. Although many of the world's best dancers have maintained that athletics make women less graceful and feminine, Miss Beri insists that if women, and particularly those who dance, indulge in all-round sports, they are certain to find their bodies more fully developed and a better poised is assured them.

The King's Exequatur empowering Senor Menor Manuel Rivera Iglesias to act as Peruvian Consul at Hong-kong with jurisdiction in Ceylon and the Straits Settlements has received His Majesty's signature.

SHOWING TO-DAY At 2.30, 5.10, 7.15 & 9.30 p.m.



BOOKING AT THE THEATRE TEL. 25315

A DOUBLE ATTRACTION

The Wedding Was Grand!

—but somebody ties a jangling tin can to their Married Life!



Daily at 5.10, 7.15 and 9.30 p.m. Shows only. Rehearsal Engagement of **BETH BERI** ZIEGFELD FOLLIES STAR In a Dance Repertoire. New Dances—New Costumes.



Accompanied at the Piano by **MONIA LITTER** Acclaimed, both by Zimbalist and Heifetz, the most Brilliant Pianist in the Far East.

Prices as usual

NEXT CHANGE—Wednesday, 5th OCT.



Jack Oakie W. C. Fields Andy Clyde Ben Turpin

Lyde Roberti Hank Mann George Barber Hugh Herbert Dickie Moore Susan Fleming

TO-DAY ONLY AT 2.30, 5.15, 7.15 & 9.30 p.m.



FLEMING ROAD, WANCHAI TEL. 28478

CARL LAEMMLE PRESENTS

"A HOUSE DIVIDED"

with

WALTER HUSTON KENT DOUGLASS HELEN CHANDLER

A UNIVERSAL PICTURE



TO-MORROW

"Over The Hill"

with

JAMES DUNN SALLY EILERS MAE MARSH

A Fox Picture.



Final Showings To-day at 2.30, 5.10, 7.15 & 9.20. A RIB-TICKLING BRITISH EXTRAVAGANZA



SYDNEY HOWARD in SPLINTERS in the NAVY Riotously Funny Entertainment.

TO-MORROW

IN RESPONSE TO INSISTENT POPULAR REQUEST "TARZAN" is brought back to continue its record run.

TARZAN THE APE MAN

Again M.G. penetrates the dark continent of Africa and takes you on the most exciting screen adventure you've ever known. It tops "Trader Horn" for thrills—and that's going some.



With Johnny WEISSMULLER C. Aubrey SMITH Maureen O'SULLIVAN

AT THE STAR TO-DAY ONLY at 2.30, 5.30, 7.30 & 9.30

Metro-Goldwyn-Mayer's Romance

"CHASING RAINBOWS"

with CHARLES KING—BESSIE LOVE



Accessible by both Buses (Queen's Rd. W.) & Trams (Des Voeux Rd. W.)

SHOWING TO-DAY.

at 2.30, 5.30, 7.30, 9.30 P.M.

LOVE IS HER TRADE!

HELEN TWELVETREES

A Woman of Experience

SHE LEARNED ABOUT LOVE FROM MEN!



ADVANCE BOOKING AT MEE CHEUNG STUDIO 15, Ico House Street.

NEXT CHANGE 2nd to 4th OCT. "MISS YUENG LAN"

A Chinese Sound Picture. N.B. Stopping station for Bus in front of Theatre is already fixed.